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Bandit at Five

This is not a good day for this pilot. Mechanical breakdown, a crash landing, the ice breaks under the weight of the plane and on top of it all - wolves!

The title draws on the aviation slang used to identify the position of the enemy quickly in combat, in this case the hunter has become the hunted.

I picked an unspecified location at the end of war for my scene, somewhere where wolves would be appropriate but I have to admit although the aircraft's camouflage is real there is no evidence that it was used on aircraft operating with this type of radar (A6-R11) in this year. My model has been chosen as more of an exercise to experiment with snow and ice effects and story telling rather than as an example of strict historical accuracy!

MODELLED AND DESCRIBED BY AITOR AZKUE

1:32



The Hasegawa FW 190 that I used here has been built out of the box, the only things I added were the antennas which were made from stretched sprue and the night vision covers for the exhausts on each side of the fuselage. I also took time to improve the fit of the cockpit glass and I immersed the propeller in very hot water to bend the blades.

For the painting I used Gunze paints to get the right colours, as for me, they are the most reliable brand in this area. To create the chipped and damaged areas of the paint like

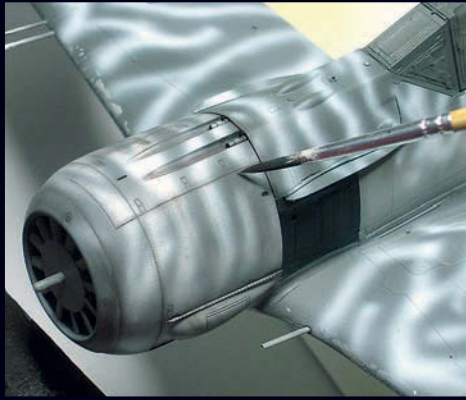
the leading edges of the wings I first painted the areas with enamels in a suitable aluminium silver colour. I then covered them randomly with Vallejo "Liquid mask" before going on to apply the camouflage colours in the usual way. Once dry, I used an eraser, to rub the masked areas, removing the masking and exposing the bare metal underneath. As usual, I used pigments or pastels for panelling or to create different weathering effects. All the rivets were painted by hand one by one, because the model is devoid of them and very flat.



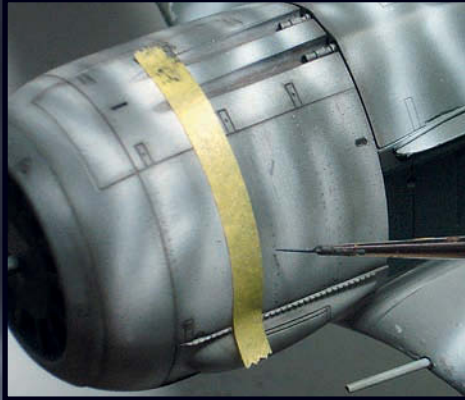


Gunze colours were used for the regulation late war camouflage scheme followed by the winter white overspray and the decals were applied.

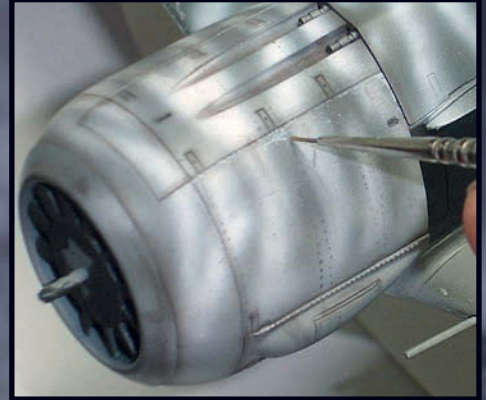




Washes are applied to define the panel lines.



Masking tape is used as a guide to hand paint the rivet pattern over the whole aircraft.



Pale colours are used to indicate chipped paint on the cowlings.

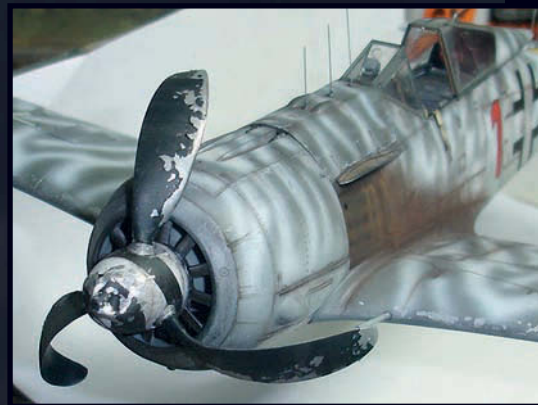


Oil streaks and stains are added to the cowlings.



The same masking technique was used to create the damage on the propeller.

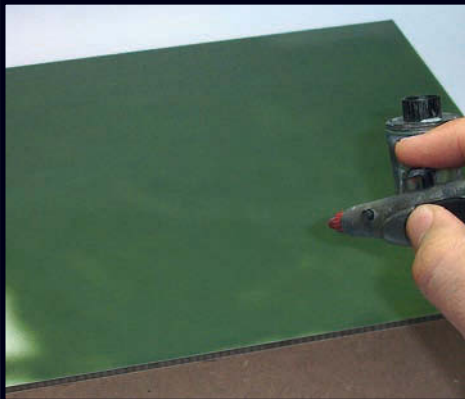




THE BASE



A dark green colour was mixed to be a base colour for under the ice



This was the sprayed onto a simple flat wooden base that I constructed to fit the model.



Rocks were shaped from DAS clay and textured with a wet brush.



I made a mould from a tray the same size as the top of the base and then poured a layer of De Luxe Materials 'Solid Water' clear resin which was tinted to give an opaque appearance. When this had dried and hardened the sheet was removed and broken up with a hammer to give an effect like cracked ice.



Here the aircraft is test fitted on the base and the pieces of resin ice are laid out around it to test the composition and fit of the pieces.



Real twigs were cut and glued together to make the trees.



White enamel was used to paint the trees and replicate the colours of the silver birch.



The land was shaped from Das clay with the pre-made rocks set into it.



Once again the elements are test fitted to check the composition.



Painting is underway on the rocks and green stains are added to those close to the waterline.

A thick coat of white glue was applied over the land and then a thick coat of Andrea artificial snow was applied over this to create the fallen snow. Gloss varnish was painted onto the ice in selected areas and the artificial snow sprinkled into it to make the patches of snow on the ice. The scraped areas where the fighter has slid over the ice were done in the same way but the snow was dragged across the ice before it had completely set.

Vallejo Transparent Water Effects gel was stippled over the ice in the areas where the water had spilled onto the ice using a sponge to texture the gel. Micro balloons and the artificial snow were mixed with glue to make the slushy snow that had collected along the leading edges of the wings.

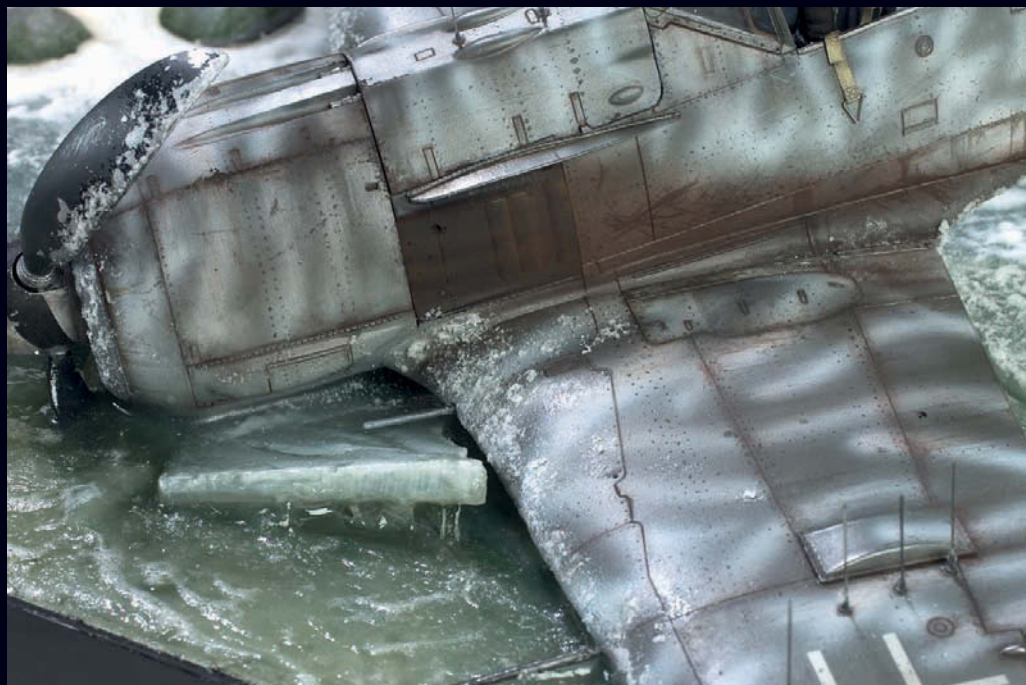


THE FIGURES



The Pilot figure is based on a mix of several commercial figures with parts chosen to get the desired pose and the head is from the Ultracast range. Putty was used to unify the parts and to add the correct uniform for the scenario. Finally the parachute the corresponding straps were added.





The two wolves are slightly adapted Andrea models, the only brand who makes them I think. The one running has had a new collar to blend in the separately moulded head and I added some volume to its tail.

Considering I had never attempted snow and ice before I was pretty pleased with the outcome. I hope that it might inspire others to have a go at something similar. Nature is always a difficult challenge for the modeller but good references are the only real restriction. Now we have more means at our disposal and because brands like "Deluxe Materials" provide a range of snow and water products for the modeller, everything has got a lot easier.



IDR
IN-DEPTH REVIEW
OUT OF THE BOX BUILD



1:32



We build a pre-production sample of **HK Model's new mighty-sized 'Meatbox'**

meteor **F.4**

There was a time when British design was looked at in envy by the rest of the World, was the E-Type Jaguar not proclaimed as the World's most beautiful car by Enzo Ferrari? Not bad for an (almost!) affordable super-car designed in the Midlands by stout gentlemen in brown overalls, smoking pipes. I've often thought of the Gloster Meteor along these lines, such a pure design from the drawing board with its simple sweeping lines seemingly unspoiled in its development into the Allies first operational jet powered fighter. I'm afraid though that this is the extent of my knowledge about the subject, basically I just like the shape of it, but because of that thread of interest I found myself volunteering to build the pre-release test-shot kindly sent to us by HK Models. You

spend more than ten minutes looking at a kit in the AIR office and the un-written rule is you have to build it! The F.4 may not be everyone's most favourite Meteor mark as it's a little restrictive on finishing options, but anyone who is a fan of the aircraft would surely welcome any version as a newly tooled 1:32 injection moulded kit. Our huge sample sprues, three in total, arrived in a plain outer carton with no instructions but we did have decals, nose weight and a clear sprue which made up our minds to do a very out-of-the-box build to give a true impression of the kit which should be widely available as you read this issue.



HK Models are obviously utilising some sizeable injection moulding machinery as we've already seen with the Editor's B-17 project, as mentioned, these sprues are rather large and somewhat cumbersome so I elected to remove and clean-up some of the more obvious and chunky parts in earnest while I waited for some assembly instructions to arrive by email. All I've used for assembly are the basics most of us have to hand; sprue cutters, scalpel and a variety of sanding pads and sticks along with our favourite Mr Cement Thin, I've deliberately kept away from using any fillers here but I doubt you'll require it

anyway with some careful assembly. Now I hold my hands up in admission that I have zero knowledge of these aircraft hence I've followed the instructions regarding colours etc to the letter, again giving a very honest and naked view of the whole package. I assembled and painted the model over the Christmas break without investing a great deal of time; a major factor to many modellers, this kit offers great results with minimal effort and a big and beautiful basis for a super-detailed project!

modelled and described by **Mark Neville**

a simple build

The Meteor follows suit with HK's other previous couple of kits; the design is such that if you want to produce a well detailed OOTB build in a very reasonable amount of time you have what you need. There's no over-complex sub-assemblies or masses of photoetch to deal with, the kits are no more complicated or time consuming than smaller scale counterparts. What you do gain in this large scale though is beautiful fine surface detail which HK are to be commended on. Always a concern with such large parts is the fit, and I must stress again this is a test-shot moulding which will receive tweaks before a full production run, thankfully the majority of the parts assembled with ease; I only struggled with the fuselage halves at the top joint where some sanding was required. Wing sections all fit well and all of the control surfaces are positionable including the air brakes. The large curved engine access panels could easily be left

removable as HK leave it open for the aftermarket chaps to do their thing engine wise. No engine detail is included in the kit, only a front bulkhead panel with some basic relief detail to close the void is supplied.

Also rather basic is the cockpit, although it looks pretty decent with everything closed up many of you will be reaching for the reference to add your own touches of finesse, seatbelts being an obvious addition and I would have liked to have seen some decals for the instrument facias at this scale. From the small amount of reference we had to hand I couldn't find much in the way of F.4 cockpits, most colour shots I found of the cockpits in general show a satin black finish but HK have a call-out for interior green? So be it. So with no photoetch, canopy masks etc are there any worthwhile goodies included in the kit? Well, yes - if their was ever

going to be a 'tail-sitter' the Meteor has to be on the list but HK have included a moulded metal insert which fills the nose section forward of the cockpit and works a treat. With the added weight and the sheer size of the model I was pleased to see substantial blocks on the landing gear to give a positive and sturdy location. As with the cockpit, the gear is complete but easily improved on if you're going the super-detailed route. Wheels are nicely done with a weighted flat-spot on each tyre, the hub style seems to be causing debate among Meteor fans, so again a rake through your reference is the order of the day for your particular chosen subject aircraft.

If you opt to use the decals provided there's two options; 600 Squadron R.Aux.A.F. and an Argentinean aircraft, I think the Dutch used the F .4 also which would have been a nice option. The decals are good but not great, more excuses from me I am afraid as I didn't have the placement plans which will be included in the release of the kit, so positioning has been a little vague. From the colour shots I found with some internet searches I didn't find any with the fuselage

roundel markings in such a bright blue? Again, this could be something rectified with the kit's release or just my complete lack of knowledge. Low-vis darker markings adorn both sides of the wings and the tail and I haven't used all of the decals due to my uncertainty about their exact locations.



The rudder and all tail and wing control surfaces are separate and can remain moveable after assembly should you wish, all with superb delicate surface detail. The speed brakes can also be posed in the open position with internal detail on show. I chose to leave off the large ventral fuel tank solely because I preferred the sleeker lines without it.



Cockpit assembly is very simple and looks quite busy when viewed on the finished model, most modellers will see seatbelts as a must so you'll need to make your own or add aftermarket detail parts



'Air-Scale' produce suitable facia decals which would be a nice touch. Here I've added a drop of gloss varnish to each instrument.





Canopy parts are nicely moulded and an excellent fit. Once masked I first airbrushed the frames black followed by a top coat of Alclad 'Polished aluminium'. There's a call-out on the instructions for the area at the rear to be painted white, so I did as I was told!



A Meteor in 1:32 is a big model, and in the monotone silver aluminium dope finish would look very bland and unrealistic if finished in a flat coat of paint. Here I've referred to photographs to try and emulate the subtle tonal shifts and discolouration of the 'High Speed Silver'.





One thing I was keen to try and get right was the look of the aluminium dope finish, not quite a solid metallic paint nor just a bare metal finish. After a little playing around and referring to colour photographs found on the 'net, I came up with this process which I feel not only breaks up the large surfaces of the model but adds some scale realism and helps define the fine surface detail. Now this isn't another excuse, but more of an encouragement to 'have a go', I've never attempted using Alclad lacquers before but have heard some stories in the past of how difficult they can be to use. I was assured by the Editor that this was nonsense, so after a quick chat I was armed with some

'Polished Aluminium' and 'Dull Aluminium' from the Alclad II range and a Albion Alloys Micro Finishing Cloth set, I was off...A quick buff over all the surfaces with some of the 6000 cloth gave a nice polished finish to put the Alclad straight onto. Being a lacquer based finish used straight from the bottle, it gives a good 'bite' into the plastic and is incredibly thin meaning none of the fine detail is filled. An overall coat of Dull Aluminium was followed by some random highlights of Polished Aluminium and allowed to dry for around half an hour.

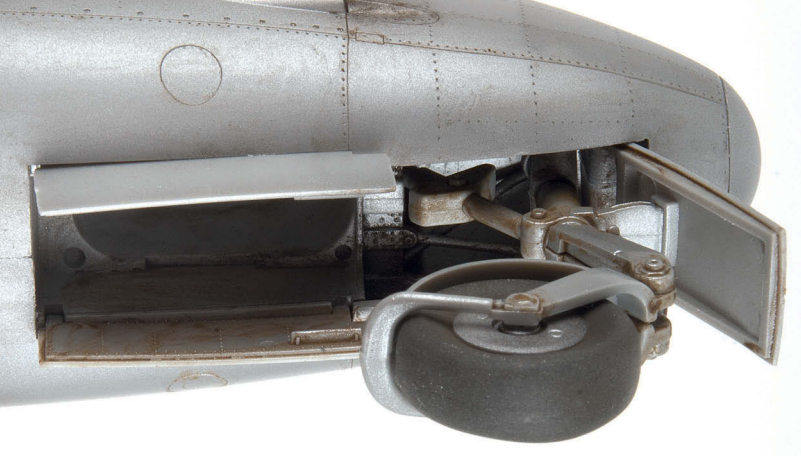


I then polished the surfaces starting with 8000 then 12000 grade cloth using both the foam pad provided in the kit and only a finger. This reduced the solid metallic to more of a translucent coating with a smooth polished finish similar to the photos I'd found of the cellulose dope with its non-uniform appearance. The polishing did take some time but I found the final finish couldn't be achieved by paint alone.

Decals were applied using Micro Set which took a few coats to shrink the markings around

the surface detail. To define some of the panels I used some paper masks and a water-based airbrush medium 'ComArt' clear smoke, a very fine and translucent colour tint which has the benefit of being wiped away with water if you're not happy with the finish. The final layer to give depth to the finish was using various washes, MIG 'Wash for white vehicles' gives a pleasing 'bloom' across certain parts and AK Interactive 'Dark brown wash' enhances the panel lines and rivets.





HK Models

meteor F.4



conclusion

This is a large and very impressive model when finished. I like HK's approach in producing a simple build which would appeal to even the most novice modeller, while the quality of the surface detail will impress even the most picky detailers. This was a very enjoyable kit to build and an absolute must to any Meteor fan.

HK may well even release further versions in future if the F.4 proves a success- it certainly deserves to be!



Bird of **PARADISE** Part Two



Base coat

Having procrastinated for ages about which scheme to do I settled on "Ramblin Wreck" from VMF-121 in 1944.

Although I couldn't find a picture of this particular aircraft, I decided that it would be a great canvass for depicting a field painted airframe which had seen a lot of use. There are a great number of photos of Corsairs out there, all with differing levels of weathering and different effects so I felt that I could use these and apply them on my model.

As previously mentioned, the rivet detail on the airframe is extremely subtle and therefore I didn't want to risk covering it up with too many layers of paint, therefore I chose not to use a primer. To be honest, this didn't matter

too much as there is no filler (just a little Mr Surfacer) and no photo etch to contend with here.

The painting actually started with the markings. Again, in order to preserve the delicate detail I decided not to use decals so ordered some custom masks from Miracle Masks. Mal Mayfield, the proprietor will design a full set of markings which is great as you can end up with a very unique model and in addition, the vinyl masks themselves are of the highest quality.

White is notorious for being difficult to apply, especially over a dark camouflage therefore the white was laid down first in this process. In order to minimise the overspray,



TAMIYA'S 1:32 F4U-1 CORSAIR

MODELLED BY JAMIE HAGGO

the mask was laid on before a very light mist was sprayed over the edges. With the mask then removed I could quite accurately apply the paint just where it was needed before laying the white portion of the masks in place. With that done, attention could now be focussed on the camouflage.

The white underside was tackled first, after a thin base coat, the paint in the airbrush cup was tinted slightly with light grey, and this was then applied along panels and in a random fashion all with the aim of breaking up the uniform colour. I kept this stage very subtle as most of the weathering would be done using enamels and oils.

Now for the intermediate blue and looking at the Gunze colour staring back at me I felt it looked a bit grey and washed out so it was tinted with Tamiya X-14 Gloss Sky Blue. Following the base coat this tone was lightened with white and buff and then strategically applied in thin layers. It was concentrated along panel lines and in larger areas as well as in a random mottle and larger cloudy areas. I try and use a little bit of logic here and always refer to



As you can see, there is no primer. The rivets are so fine I didn't want to risk clogging them up. You can also see the plastic card mask for the engine and the painted canopy.



photos in order to provide an accurate base for further weathering. The overall aim is not to use products and techniques just because they are fashionable or popular, its to use whatever is appropriate for realism which is why constantly referring to pictures of the real thing is so important.

Before applying the dark blue a layer of Alclad was laid down on the wing roots. Corsairs chipped paint in a particular way in this area and in order to try and replicate this the easiest method I felt was to use the hairspray technique. Taking some AK Interactive Worn Effects medium diluted



Tamiya's decals are pretty thick so I painted the markings using custom Miracle Masks. Here the white has been applied as have the relevant masks.

I felt the Intermediate Blue from Gunze was too grey in tone so a bit of bright blue was added. You can easily see the shading effect, it looks exaggerated but the weathering will tone it down.



with tap water I misted on a couple of coats over the chipping zones. Once dry the top dark blue could be painted. This time I really liked the tone of the blue so after the base coat was on, the paint was tinted in the same was as the intermediate blue. Note that I didn't blindly lighten the fabric panels, as I couldn't really see evidence of this in the photos.

Now for the fun bit; chipping. Taking a soft brush, water was applied to the relevant area and then a soft scrubbing motion used, eventually the paint will lift off and chip as the AK Worn Effects medium dissolves. It has taken me a few attempts to come up with a way that is successful for me and there is no substitute for practice.



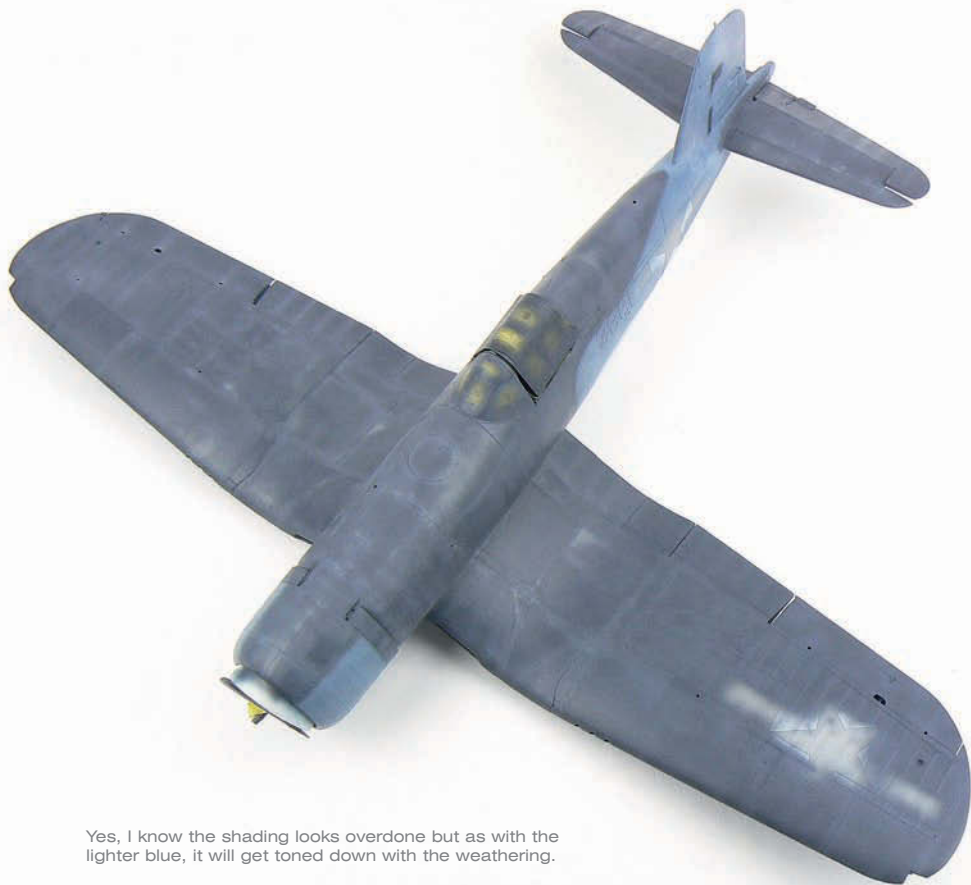
Even though this was a field repaint, I masked the demarcation line as I presumed they folded the wings to make life easier.

Before I could get started on the weathering proper, the markings have to be finished off. It was easier to cut circles from tape rather than use the vinyl masks here so with those applied the dark blue could be sprayed. Gunze US Navy Blue Angels blue was the base with a few drops of Cobalt Blue in there to warm the tone, this

again was faded slightly before all the masks could be removed. The last job was to spray the walkway markings, beware though as tape applied over where the Worn Effects fluid has been laid down can potentially lift up the paint so I used paper masks on most of the sticky side to minimise this.

Following a coat of aluminium and matt varnish, AK Interactive Worn Effects was applied in order to effectively chip the relevant areas.





Yes, I know the shading looks overdone but as with the lighter blue, it will get toned down with the weathering.

Oils, enamels and pigments

With the base coat on it's now time to get creative, starting with the underside. A light filter using AK Interactive Grey Wash for Ships heavily diluted warmed the tone and removed the stark white look. A slightly more dense mix was used as a wash in the panel lines but be careful as we don't want to have too much contrast. MiG Abteilung shadow brown oil paint was painted into the crevices and along panel lines in the centre section behind the engine and then blended with a dry(ish) brush. Next were the oil stains. A mix of Shadow Brown oil paint and AK Interactive Engine Oil was painted on in lines and then left for 10 minutes to partially dry. When ready, this was streaked back and blended. Having seen a similar effect along the wing folds, the same technique was used here to good effect. The area around the shell ejector chutes seemed to be discoloured quite often so again the ubiquitous Shadow Brown was applied sparingly and then blended.



The Miracle Masks were segmented so I found it easier to cut out the big circle from tape.

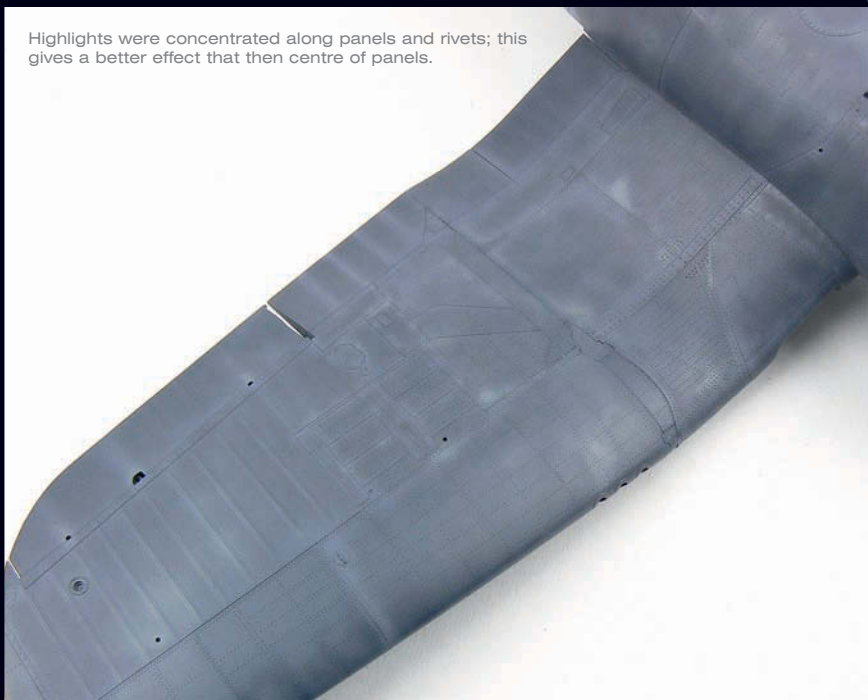


In this view, the realistic finish of spraying the markings becomes apparent. There is no way those rivets would be preserved using decals.



All the restrained surface detail around the nose is preserved and painting the white first means there is no ridge of paint as the top blue layer is very thin.

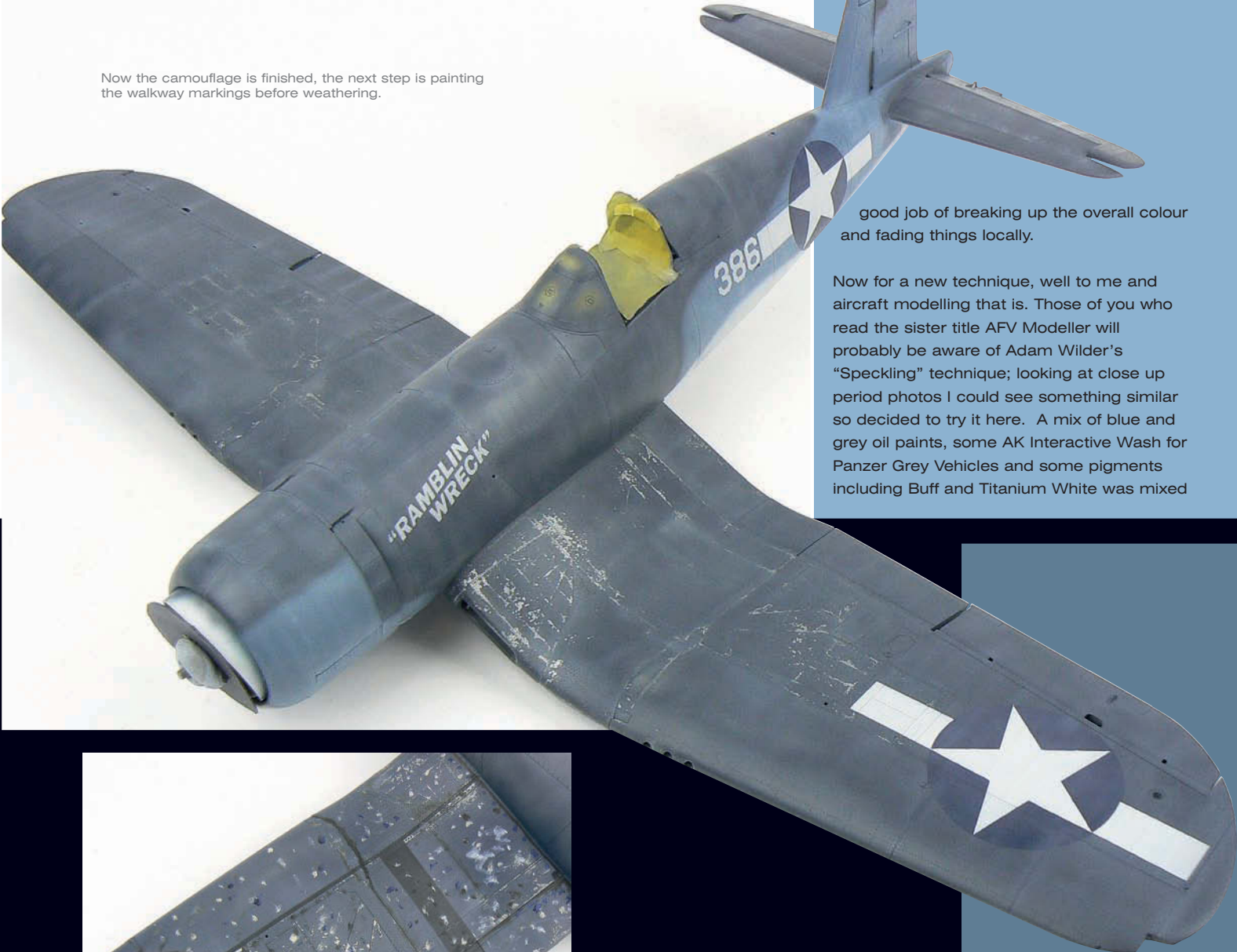
Highlights were concentrated along panels and rivets; this gives a better effect than the centre of panels.



Now for the blue areas. A filter mixed from AK Interactive Wash for Panzer Grey Vehicles and Wash for Grey Decks was applied to unify things and act as a subtle panel line wash. You've probably noticed the use of the word "subtle" cropping up all the time; this is an important concept to note. This approach to weathering is designed to slowly build up the effects without too much contrast as each layer adds to the overall effect and compliments each other.

On top of this the oil dot technique was used. Tiny dots of appropriately coloured paint are applied but it's not random, darker tones are used in areas of shadow for example and I kept strong colours such as blue away from the markings. I didn't use any yellow as this would affect the blue imparting a green hue, something which would look a bit odd. These dots are carefully blended into the background and do a very

Now the camouflage is finished, the next step is painting the walkway markings before weathering.



good job of breaking up the overall colour and fading things locally.

Now for a new technique, well to me and aircraft modelling that is. Those of you who read the sister title AFV Modeller will probably be aware of Adam Wilder's "Speckling" technique; looking at close up period photos I could see something similar so decided to try it here. A mix of blue and grey oil paints, some AK Interactive Wash for Panzer Grey Vehicles and some pigments including Buff and Titanium White was mixed



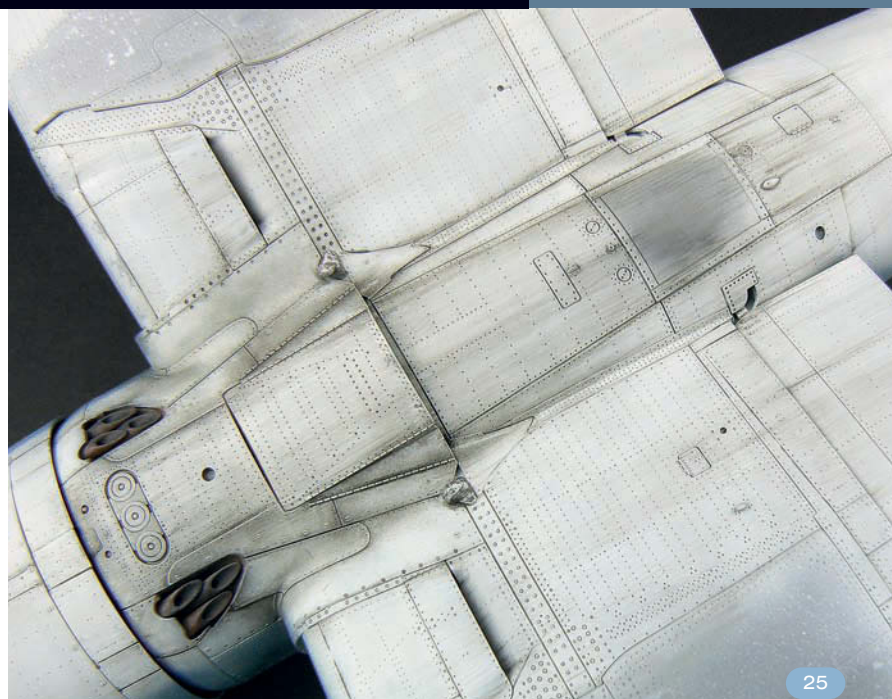
Left This looks a right mess however, this is the oil dot technique in action and will be blended next. Note I avoided using blue on the white areas and concentrated dark tones in shadow areas.

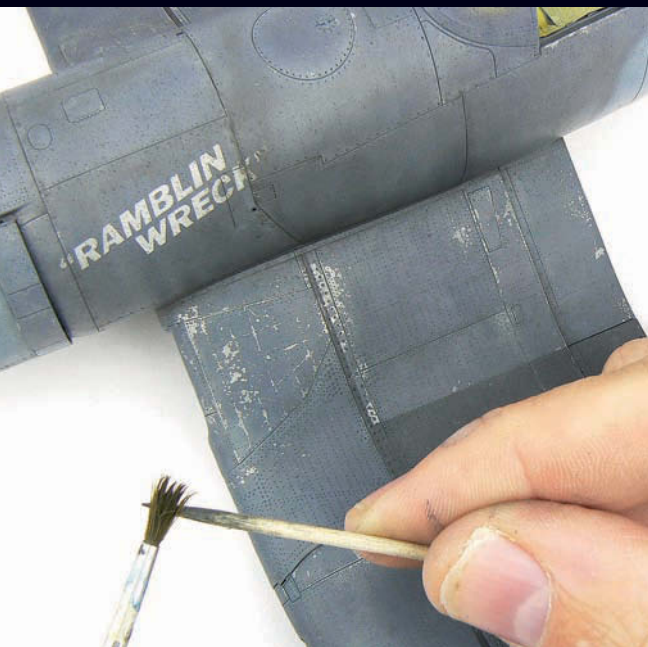
Below Streaking oil is reproduced by streaking a mix of Shadow brown oil paint and AK Interactive Engine Oil.

up and diluted slightly with White Spirit. This was then carefully flicked onto the surface and lightly blended if required. The amount of dilution will affect the speckles giving differing effects so it's important to experiment and try out different concentrations to arrive at the effect you can see in the photos.

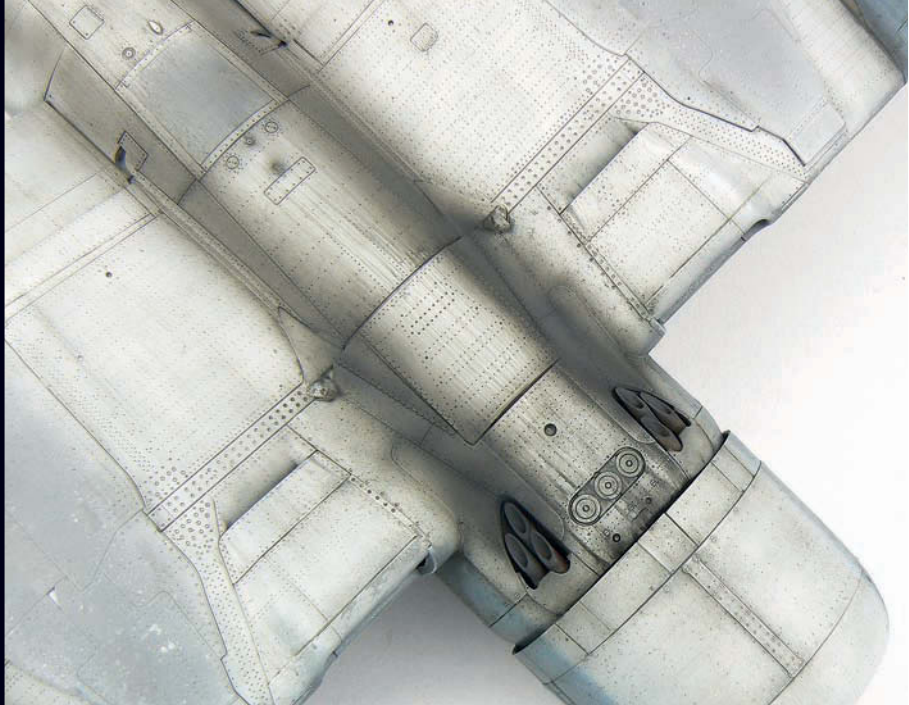
The fuel stains on Corsairs follow a definite pattern and once again, close study of references is essential. Typically, the fuel will not run back with the slip stream in thin runs as normally they are not refuelled with the engine running! As the fuel is spilt, it will spread down and into the paint before quickly evaporating, this will stain and fade the paint whilst also attracting dust and grime. I started out using a small amount of Abteilung Buff paint which was painted in very thin layers before being blended in with a dry brush. Over the top of this a light misting of Tamiya Buff acrylic paint was sprayed following the patterns I could see in the photos.

Using Tamiya Tire Black, Hull Red and Buff, the exhaust stain was sprayed slowly building up the layers. This mix





Speckling can be very effective for weathering aeroplanes, here a mix of pigments, oils and enamels is flicked over the airframe. This is then blended with a dry brush to soften the effect.



Tamiya paints custom mixed were sprayed on in layers to build up the exhaust stain.



Spilt fuel on Corsairs has a distinctive finish, Buff oil paint and a post shade with Tamiya Buff acrylic is subtly built up.





was also used to post shade the nose as these panels were quite leaky and often the upper forward fuselage was very grimy.

Now we are almost there. Buff and Sand pigments were applied very sparingly to simulate the crushed coral dust which would get everywhere. Often, white tape would be stuck over the gun barrels to stop dirt and rubbish getting in, I used white decal cut from the kit decal sheet as these decals are pretty thick!

Finally, all the sticky out bits were put on such as the undercarriage and prop before the aerial wire was added using elastic thread.

In summary

What a beautiful kit! Comparisons with the Spitfire and Mustang are obvious but here Tamiya have gone down a slightly different path. There are no magnets for removable engine panels and gone is the option for open gun bays (resin manufactures are pouring moulds as I speak I suspect). This adds up to a more simple model however there is the wing fold option for those who would prefer and the engine cowlings could be left off is you so wish.

Finally, the Birdcage Corsair was a rugged workhorse for the USMC and as such provides a wonderful canvass for weathering, just what I love!





An Airfix Lancaster in 1:72, pure nostalgia...

The instructions are well done, and all the 110 steps are easy to follow. Just check carefully the part numbers for the tail surfaces. Painting guidelines are good with decals provided for two aircraft and register, print, and detail are fine and crisp. The breakdown of the parts is planned to make possible the release of the many different Lancaster versions and the box is crammed with parts on five large sprues moulded in a light grey coloured plastic and one clear one. Getting closer, the recessed rivet detail looks a bit overdone but many modellers will like this effect so this is a minor point as the overall impression is very good. Elevators, rudders, ailerons, flaps, bomb bay doors, and landing gears are all positionable. Airfix's wheels and propellers are good representation of the real thing, good in shape and thickness.

Airfix new Lancaster allows the modeller to build the B.II version straight from the box. This particular version, powered by Bristol Hercules radial engines, was developed to overcome a potential shortage of the more familiar Merlin engines and only 300 B.II were produced.

Soon after the release of the Lancaster B.II, Airfix delivered a very interesting WWII RAF Bomber Re-supply Set. In another well moulded six sprues, we have a "Tilly", tractors, an oil bowser, some bombs, some bomb trolleys, a bike and a motorbike, some fuel cans and a ladder; all perfect to combine with the Lancaster for a diorama!



LANCASTER B.II 1:72

AIRFIX

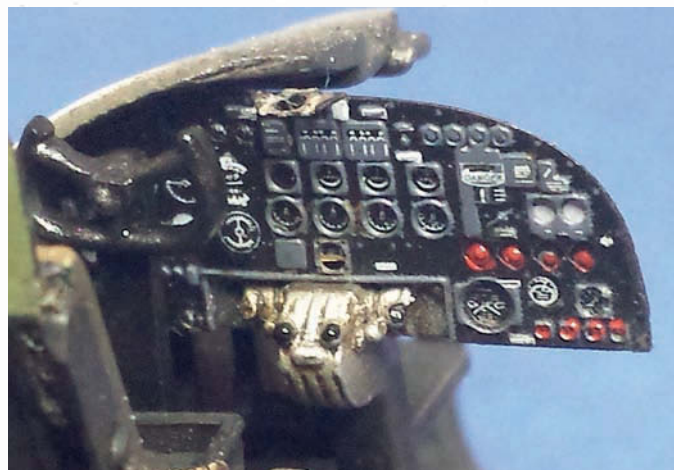
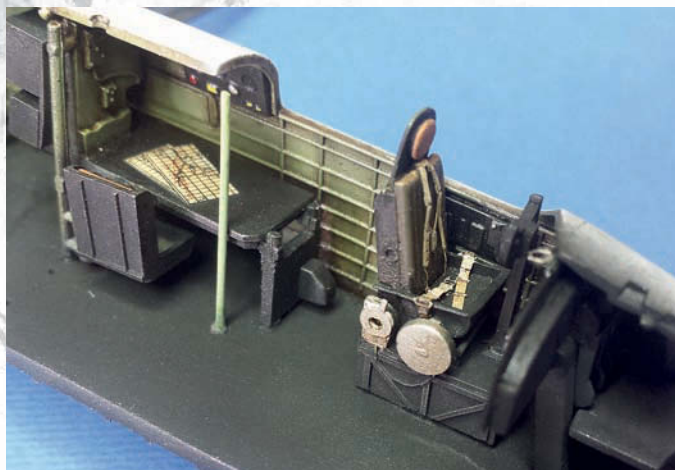
We now have another Lancaster in the gentleman's scale. Comparisons with the older releases from Airfix, Hasegawa, and Revell are inevitable; but this is the radial engined B.II and any respectable modeller stores at least few Lancasters in their stash! In my opinion the box is somewhat too

large, both for postage and storage I would welcome some smaller packaging, but I think I am one of the few people who cares about it. The evocative digital box art portrays a bomber landing, and it looks good to my old eyes.

Paolo Portuesi combines two new Airfix kits out-of-the-box in this effective diorama



Interior tweaks...



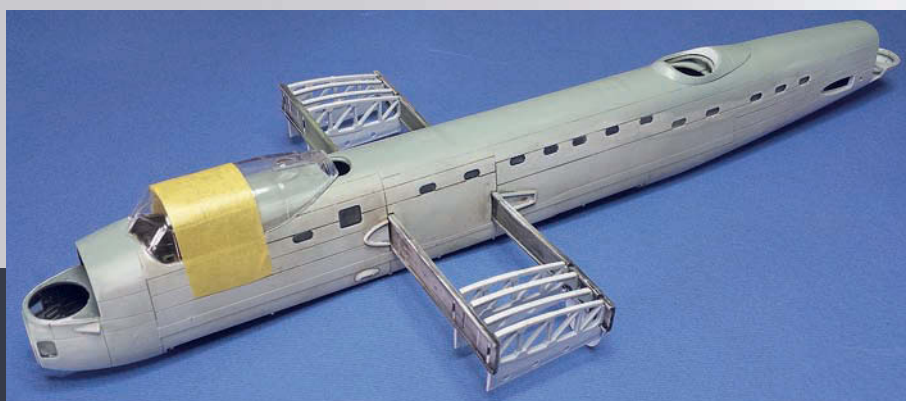
The build started with the cockpit, an almost inevitable choice with a World War II bomber. The kit's instrument panel is a decal and the Pilot's seat is too simple but an etched dashboard and a resin Pilot's seat, originally designed for the Hasegawa Lancaster, came to the rescue. Seat and dashboard aside, the Airfix cockpit is more than adequate and the fuselages are impressively moulded with interior stringer detail.

After a light coat of grey had dried, I applied a thin wash of dark oil shades that picked up the details. All the small details were further enhanced by the dry brush method. Finally some buttons and switches were picked out with dots of yellow and red. Simulating a map and some seat belts were next. That's all, because I see no reason for wasting time in detailing an

almost completely invisible fuselage interior.

Once the cockpit was assembled and painted, the tricky part is usually getting it to fit. Worrying about this meant I almost forgot the small windows along the fuselage, which are provided in strips. Here the problem is masking them in a way that they stay clear as much as possible. The fit of the fuselage halves is very positive and required no filler at all. At this point, I

sprayed the well detailed wheel well area black on the underside of the top wing just before assembling the halves. Again, the wing fit was superb. The same applies to the horizontal stabilizers. No filler is really needed building this kit. Surprisingly, the main canopy was perfect fit, requiring only a very careful gluing, but on the other hand, building the engine nacelles was the quite tricky.



On with the colour...



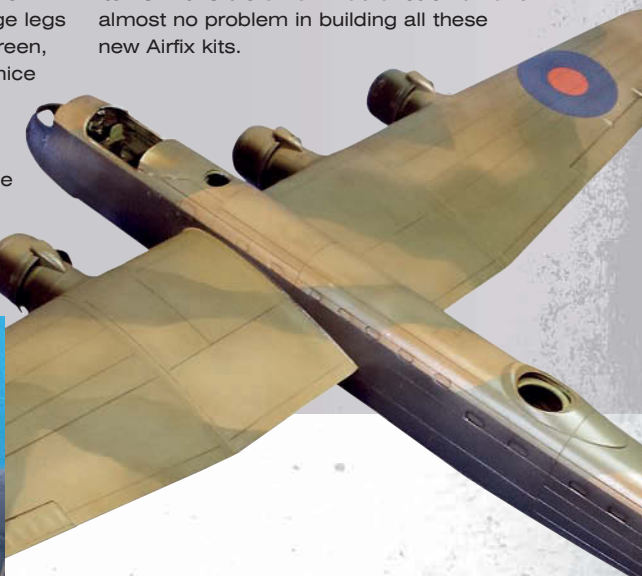
Since I mainly use Gunze Sangyo Aqueous colours, I applied an overall coat of grey as a primer, just enough to help in spotting all the inevitable blemishes affecting any kit surface at this stage of the build.

Afterward, I painted this model as per instructions. As usual for me, the underside was sprayed first, mixing black with some white, a larger amount of thinner and spraying many different lighter shades of this mix right in the centre of some of the panels. When dry, I misted over several layers of heavily thinned Tire Black.

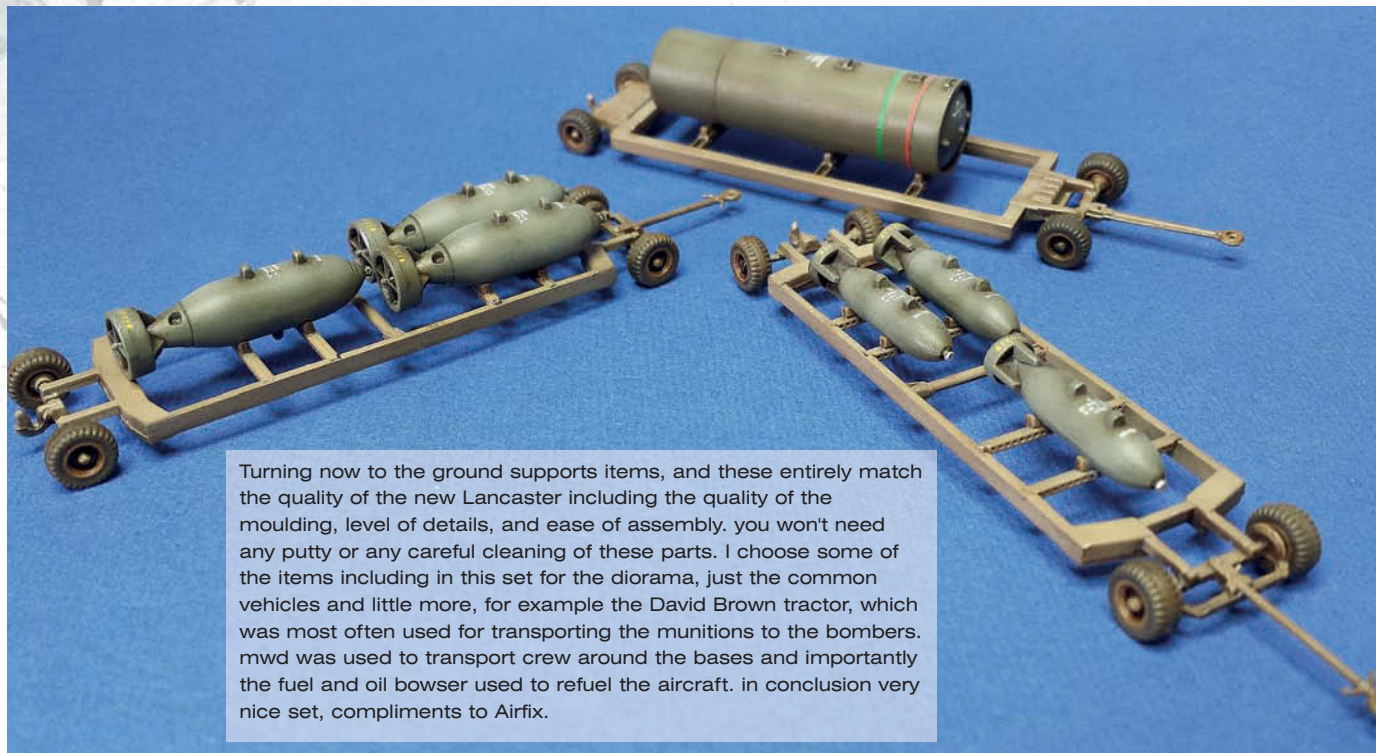
The camouflage on the upper surfaces was done freehand to get a soft edge. I used a pencil to make the outlines of the pattern

and then filled all these areas in, spraying from a very close distance at a very low pressure to keep an in scale finish to the soft edges. The bronze ring around the nacelles is applied using a shade from the Humbrol colour range, I love the look of this particular paint. The undercarriage legs are well detailed and were painted green, not black. The wheels feature some nice hub detail and are moderately weighted. Painting was done with many layers of a lighted Tire Black, a wash of Van Dyck oil, and finally some very thinned Dark Earth.

A couple of invisible thread antenna aerals were added using stretched sprue tensioned by gentle heating. Wrapping all this up, I can say is that there were almost no problems during the construction of all items in this diorama. I had a lot of fun and almost no problem in building all these new Airfix kits.



Setting the scene...



Turning now to the ground supports items, and these entirely match the quality of the new Lancaster including the quality of the moulding, level of details, and ease of assembly, you won't need any putty or any careful cleaning of these parts. I choose some of the items including in this set for the diorama, just the common vehicles and little more, for example the David Brown tractor, which was most often used for transporting the munitions to the bombers. mwd was used to transport crew around the bases and importantly the fuel and oil bowser used to refuel the aircraft. in conclusion very nice set, compliments to Airfix.





Producing the grass base was easier than I first thought. there are many products and even more ways of making convincing artificial grass, but my favourite technique is gluing one of the commercially available sheets of satic grass to a plywood base.

White glue is excellent when it comes to working with these kinds of materials. After a couple of days, when the glue was completely dry, using a very sharp round blade I scratched away some of the artificial grass exposing the plywood

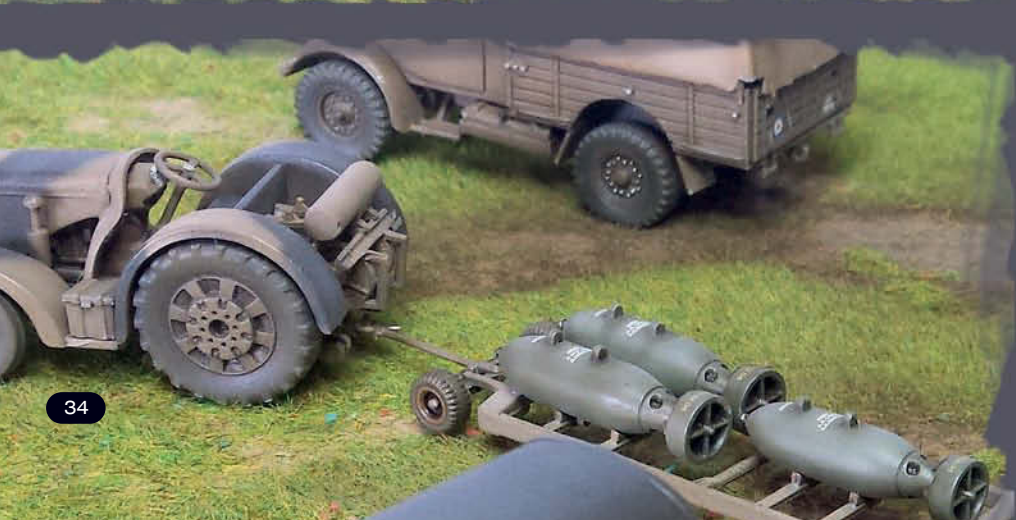
underneath. next step was to spray over these areas some very different shades of Gunze brown. finally the entire base was washed with oils using both Raw Umber and Van Dyke Brown.



LANCASTER B.II



AIRFIX 1:72 LANCASTER B.II AND WWII RAF BOMBER RE-SUPPLY SET









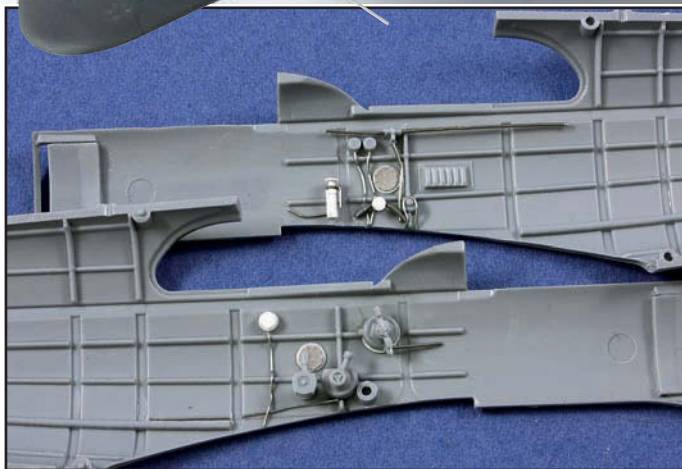
La-5

The Zvezda 1:48 kit Modelled by Emmanuel Pernes

Russian aviation is a fascinating subject. It is rich, varied, and not that well known, as far as the popular modelling brands are concerned. Fortunately, the Russian manufacturer Zvezda allows fans of the V V S to satisfy their passion. This brand, almost considered as a short-run brand in terms of quality when it began, has made tremendous progress in the moulding and precision of their kits which can now compete with the very best of the other manufacturers.

The Lavochkine La 5 is the first model that marked that dramatic change. Highly detailed, accurate, and beautifully engraved. Superlatives abound as soon as you open the box. Of course, there are some very minor flaws, but they allow us to feel like a modeller and not just "box shaker".

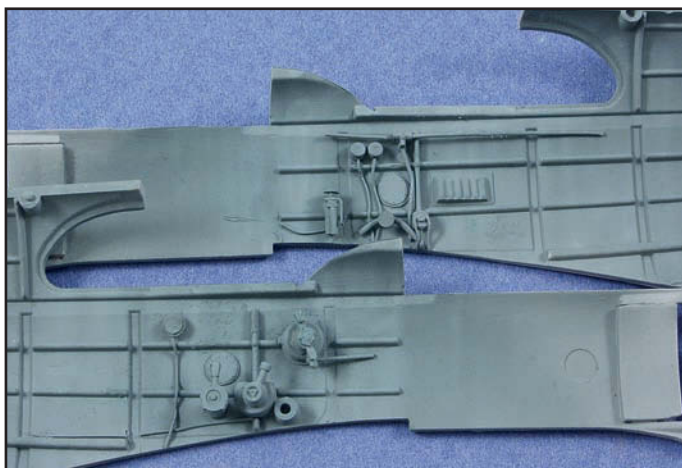




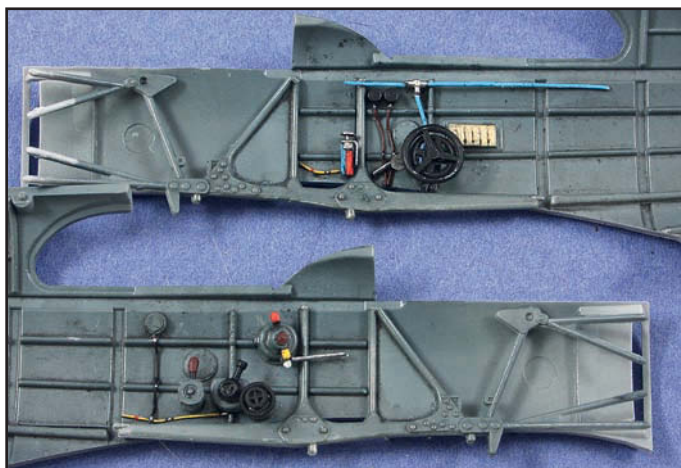
The interior, which in reality is quite simple, is well reproduced by Zvezda. Only a few additions are needed, including some wires made with lead wire.



Due to very unsightly mould lines, the radios are reworked in Evergreen. A two-part putty cushion is formed on the seat and the folds are made with a tooth pick.



The entire interior is painted with a Tamiya Ocean Grey, which matches the AMT 7 grey used by VVS. It is reworked with lighter shades. A thin coat of liquid mask is applied with a piece of foam before the lighter shades are applied, creating subtle wear and tear.



Details are painted with Prince August paints after the model is gloss varnished so that they glide better and are easier to apply. The blue pipe should be red, something which was corrected later.



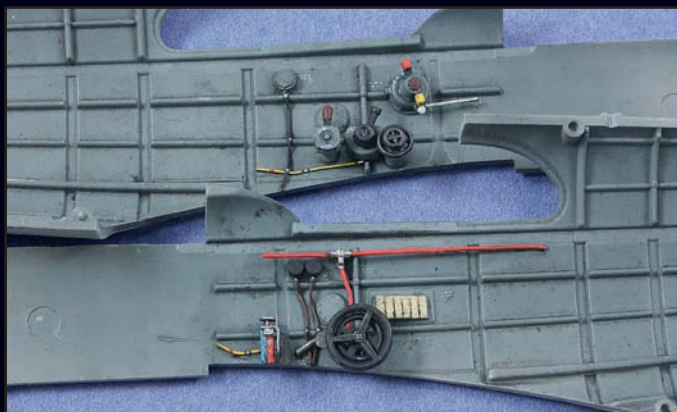
Here you can see the scuffing achieved on the floor through the application of liquid mask before applying the lighter shade.



The harnesses are made with photoetched buckles while the straps are made with pewter foil, highly malleable and easy to shape.



The harnesses are painted in several stages with oil paints. Some pigments are applied to the cockpit floor.



After applying a black wash, a coat of Pebeo matt varnish is airbrushed. Instructions panels are made with a thin brush and black instruments edges are brushed with graphite powder to give them a metallic appearance.



The instrument panel is nicely engraved and I used Airscale instrument dial decals to complete the dashboard.

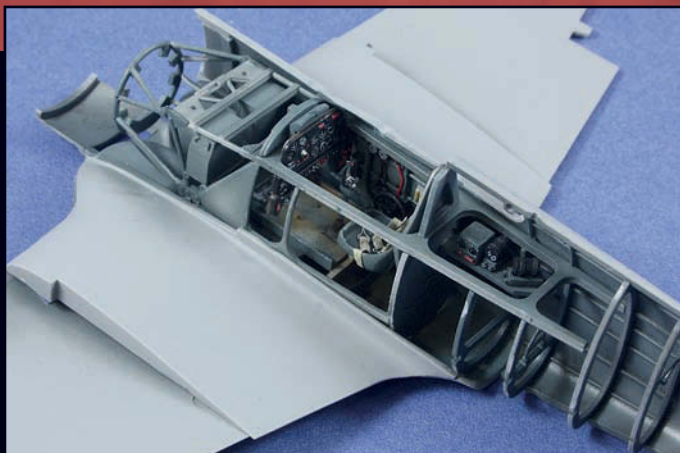
The assembly of the tubular structure is not easy because the gluing points are very minimal.



Construction of the cockpit is rather original. It begins by assembling the wings. Then, you install the floor and the seat to the wings.



Then you can glue the internal framework over this.



The first half of the fuselage is then added ensuring that fit with the internal frames is good. Finally, the second half of the fuselage is added and glued with the first one and the wings.



It is unusual but very effective and the fit is so good that there is no need for any putty.



The exhausts are opened up with a drill, then with an X-acto blade to give them a correct shape. Prince August sanding pads and profiles are great for these operations.

Everything is provided by Zvezda to model the engine and weapons however I preferred to leave the cowlings closed so as not to break the lines of the plane. If you are very careful and patient, all the cowling parts can be positioned without requiring any putty, another tribute to the quality of this Zvezda kit.





The painting begins with the AMT blue simulated with a mix of Gunze H 15 + H 21 + H 417.



The green is reworked with a highly diluted mix of the same green with sand for a lighter tone, and with German dark green for the dark one. This stage gives some life to the very smooth surfaces of this aircraft.



AMT green camouflage matches well with Gunze H 58 interior green.



The outline of the camouflage is first drawn with watercolor pencil following to the diagram provided by Zvezda. Then the black, very dark grey in fact, is airbrushed.

La-5



Still in the idea of giving volume to the colors, black is reworked with pure sand ...Before finishing with a slight coat of pure black.



The weathering can begin. The AK interactive products allow interesting brushwork because the pigments used are thin, with a good transparency.



Various techniques of "micro-painting" are used to simulate the wear and tear using a fine brush, foam pad or propelling pencil for the tiny metal scuffs.



The markings I chose are provided by Zvezda for an aircraft flown by VM Dmitriev of the 4th IAP in Summer 1943. It carries an impressive mouth on the cowlings. The Zvezda decals are very thick and not a great fit for the contours of the nose, even with the help of decal softeners.



The metal panels behind the exhausts are painted with Alclad aluminum. The exhaust stains are airbrushed using a highly diluted black / brown mix. Oil streaks are simulated with a sepia wash diluted with turpentine and applied with a piece of foam.



Dust on the wing roots is replicated with CMK pigments applied with a brush and then dabbed with a wet piece of paper towels to give a patchy finish.



The oil streaks underneath the fuselage are outlined with the airbrush and completed with ink applied with a thin brush.



The last details are weathered in the same time to maintain some unity to the model.

B-17G 3

Big Bird

BUILDING THE HK MODELS 1:32 FLYING FORTRESS

BY DAVID PARKER



Part three sees the build continue back down the fuselage, with everything aft of the radio room.



The waist gun armour panels are missing so these were made from curved sections of plastic card. To make the spent ammunition baskets I rolled out a sheet of Magic Sculp which was cut and shaped around a former made from expanded polystyrene.



Before the Magic Sculp hardened I added some folds and creases into the fabric. Once dry the former was removed and a strip of self-adhesive aluminium foil was added around the top edge of the basket.

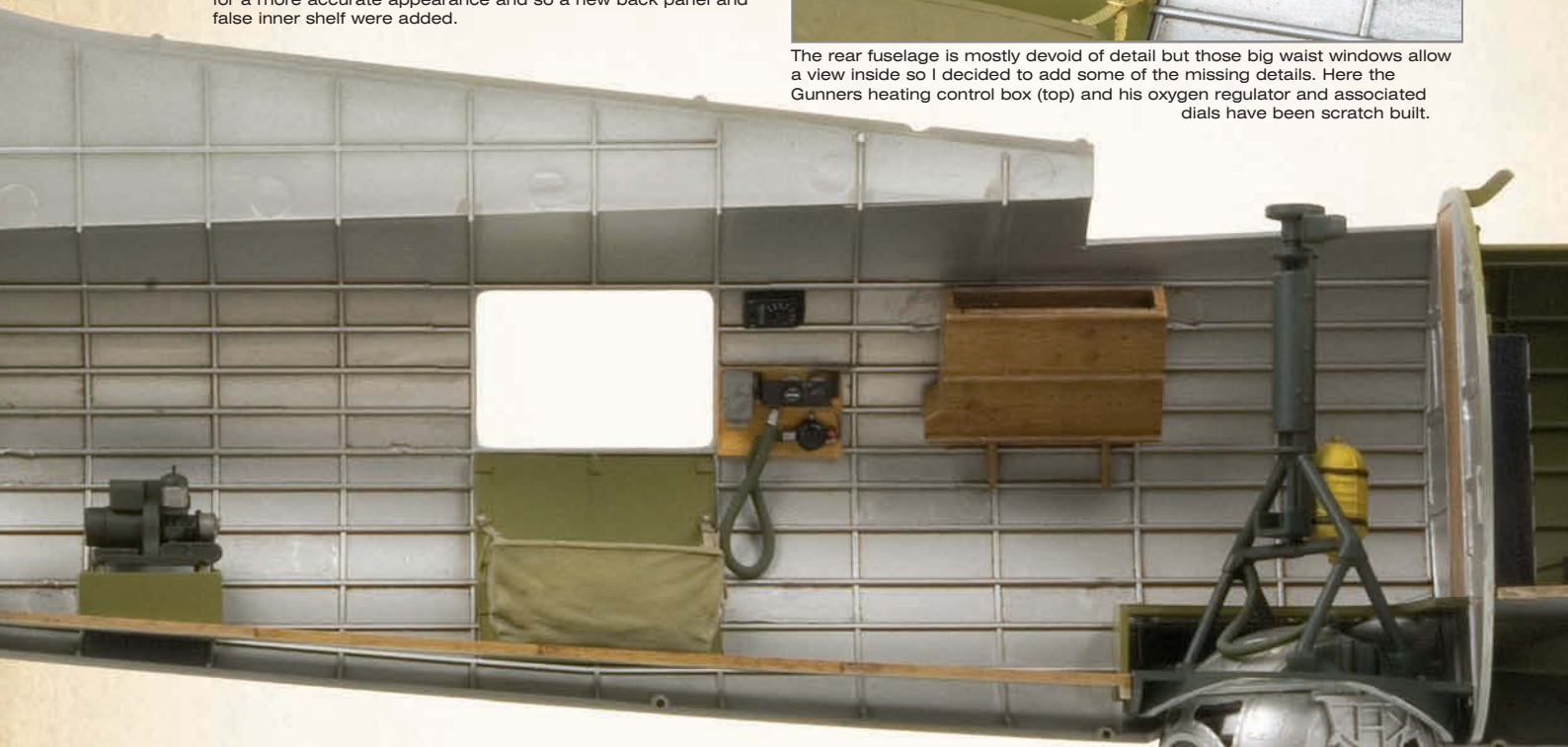




I decided to cut open the tops of the wooden ammunition boxes for a more accurate appearance and so a new back panel and false inner shelf were added.



The rear fuselage is mostly devoid of detail but those big waist windows allow a view inside so I decided to add some of the missing details. Here the Gunners heating control box (top) and his oxygen regulator and associated dials have been scratch built.



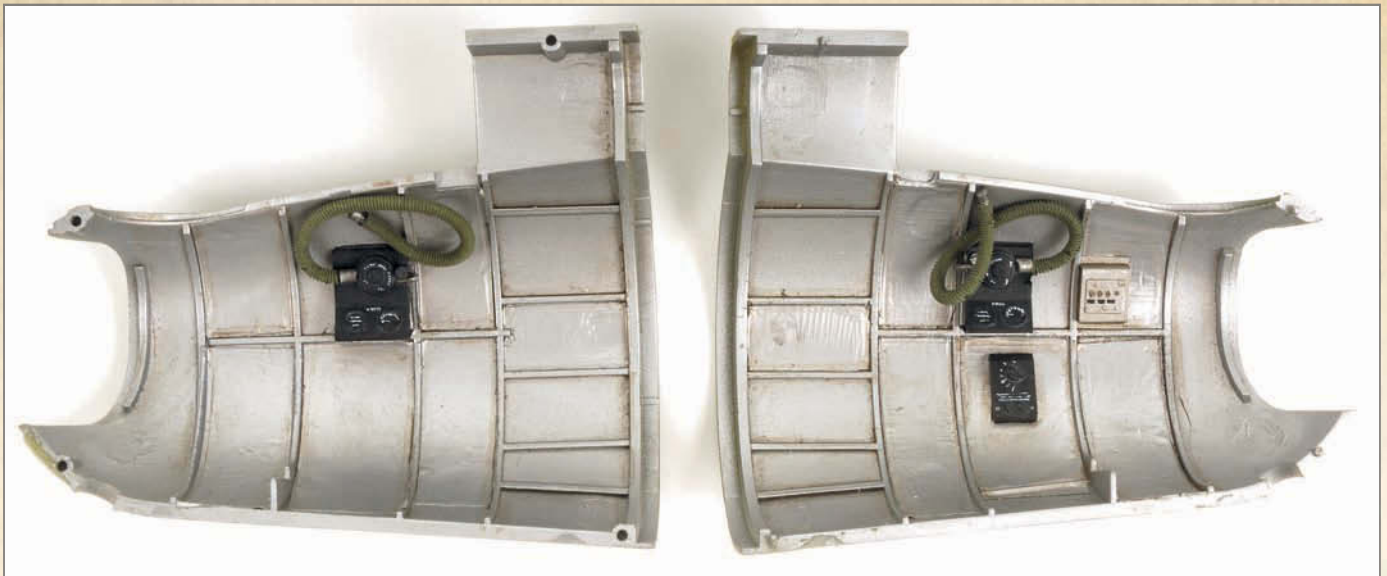
The panel on the other window is a different shape to accommodate the ammunition box. Here both have been painted and installed in the fuselage. The final stage for the panels was to add the oxygen hoses and once again the excellent MDC flexible resin hoses were used for this.



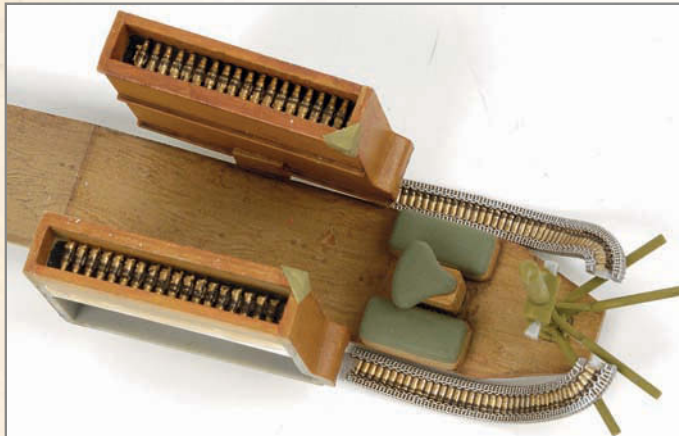
The original mounting tabs for the ammo boxes were cut off and the boxes mounted on spacers. The pairs of brackets were added to the underneath of both boxes too.



The separate pieces of the tail gun suffer from plenty of release pin scars and the tight curves make them difficult to clean up. I used rectangles of aluminium foil to cover the affected areas. The flat moulded oxygen regulator details were replaced with new scratchbuilt parts. The Airscale photoetched bezels and panels were useful here.



Here the interior of the tail has been painted with a base coat of Alclad Aluminium and the hoses added to the oxygen system. I have no idea why the tail gunner has two oxygen supplies but that's how it is on the real aircraft. Once again the MDC flexible hoses are the perfect solution for these.



The insert for tail is built around the floor panel with the two ammunition bins on each side. I had modified the bins to have open tops as these can be seen through the glazing. I added the reinforced corners to the boxes and used AFV Modeller 1:16 flexible resin ammunition belts to fill the boxes. The guns have yet to be fitted.



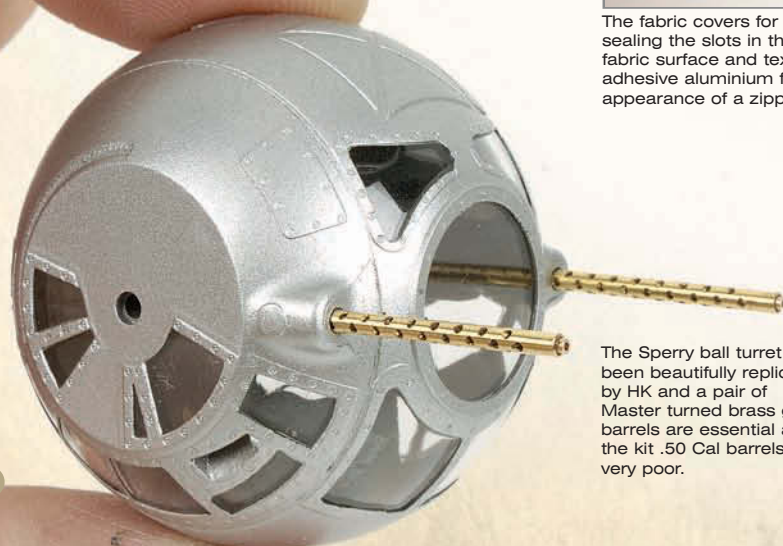
Test fitting the floor insert into the tail and here you can see the pair of loading labels on the ammunition bins. These are virtually hidden but as I had drawn them and made decals I added them.



Under the tail I opened up the sealed up chute which is for the spent ammunition to be vented.



The fabric covers for the guns are not provided so I decided to add them. I began by sealing the slots in the gun cover with strips of plastic. Magic sculp was used to add the fabric surface and textured with a rubber tipped brush. Once dry I cut strips of self-adhesive aluminium foil which were embossed with a scalpel blade to give the appearance of a zipper.



The Sperry ball turret has been beautifully replicated by HK and a pair of Master turned brass gun barrels are essential as the kit .50 Cal barrels are very poor.



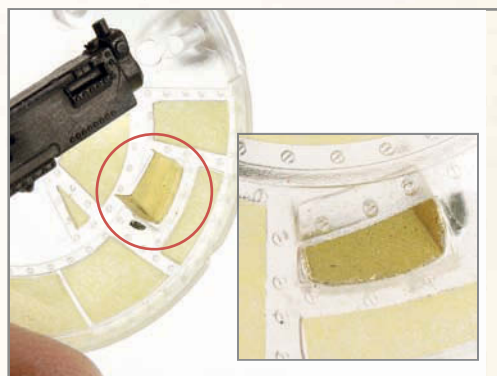
Work begins on the ball turret which comes with some basic interior detail. My concern was to ensure any visible parts were convincing so I began by blanking off the open back of the gun sights and elevation control.



The basic components of the ball turret as supplied in the kit. The gun breeches have been pre-painted as they are visible through the windows. Also visible here are the ejector slots which will need blanking off. I also tested the fit of the new Master gun barrels so that they can be added at the end of the project.



I made a simple plastic card seat panel which is glued to the floor as this is another very visible part through the big round window. The interior has been primed with a dark bronze green.



To blank off the ejector chutes I folded some thin brass sheet which was then glued into the slots. The outside was then sanded to match the profile of the turret.



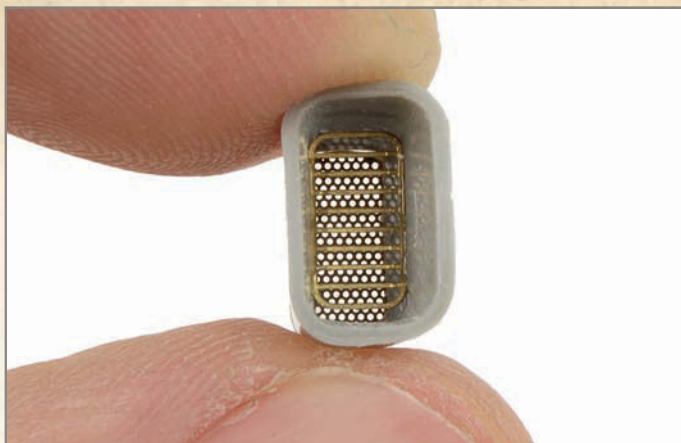
The sides of the turret were glued on and I used the Eduard pre-cut masks to mask off the windows. The whole turret was then sprayed in bronze green and then oversprayed with Alclad White Aluminium.



I added the hose for the oxygen supply using the MDC hose and making the right angled socket from plastic tube which connected the hose to the top of the ball.



My research on the ball turret showed some turrets with externally mounted ammunition bins attached to the frame, whilst others did not show this. This caused me some confusion before I realised that the ball turret was also designed with a smaller internal ammunition supply and that is the turret I chose to model as it saved me quite a bit of work. The kit is designed with an ammunition supply mounted on the radio room bulkhead which is completely wrong as it would prevent the turret rotating.



Moving to the wings and I used the Eduard upgrade parts to improve the look of the leading edge intakes which are moulded individually. The set provides two different grilles to be fitted at different depths in the blanked off vents.



I found it impossible to get the finer mesh to sit flat at the bottom of the vents so I sliced off the base panel to make them open ended tubes and glued the mesh onto the base.



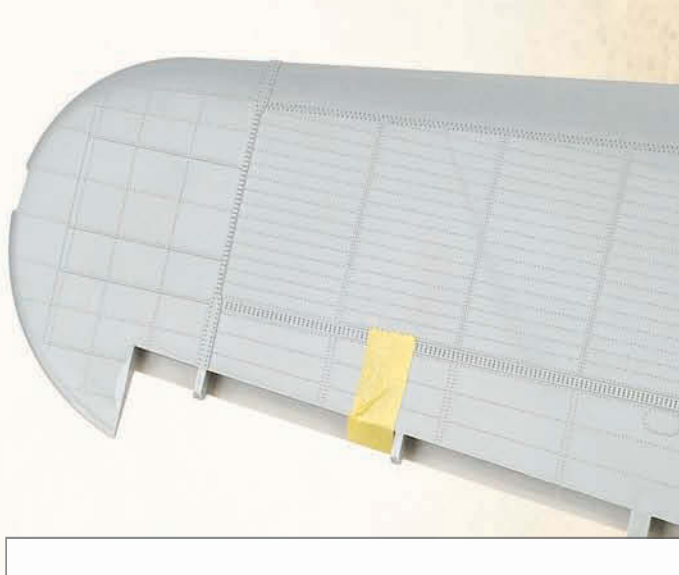
I applied a dark oil wash to the wheel bay to bring out the details and the rear wall area was painted in interior green.



The heat-damaged supercharger pipework along the side of the wheel bay was discoloured with different tone of oil paint on top of the Alclad base colours.



The outermost wing intakes are big holes with nothing inside so I decided to blank them off for a better finished appearance. Using sloping panels gives a convincing result.



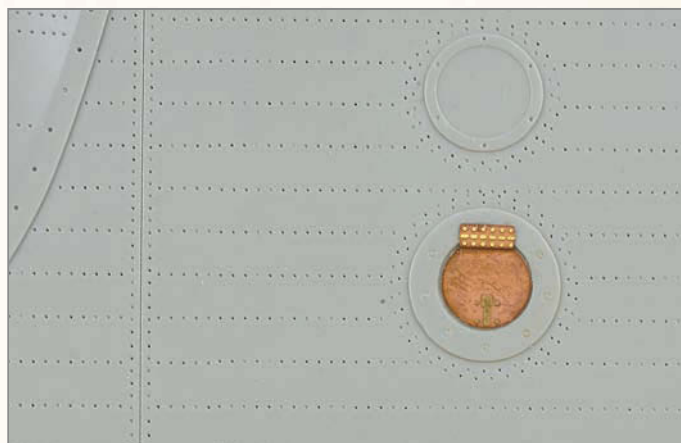
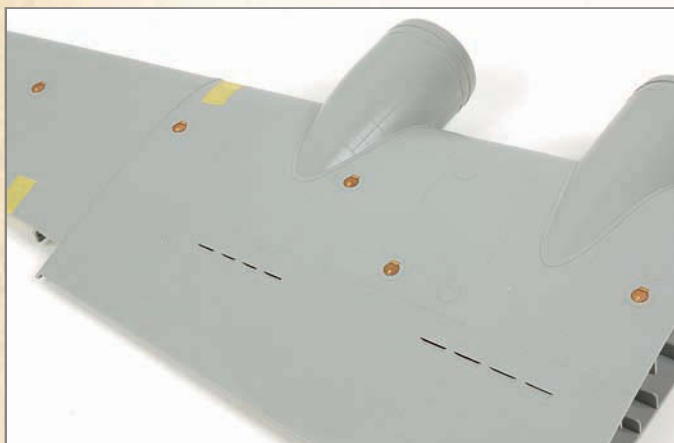
The blanked off intakes seen from the outside. The Intakes closest to the wing roots suffer the same problem but the interlocking wing spar design makes it impossible to do the same here.



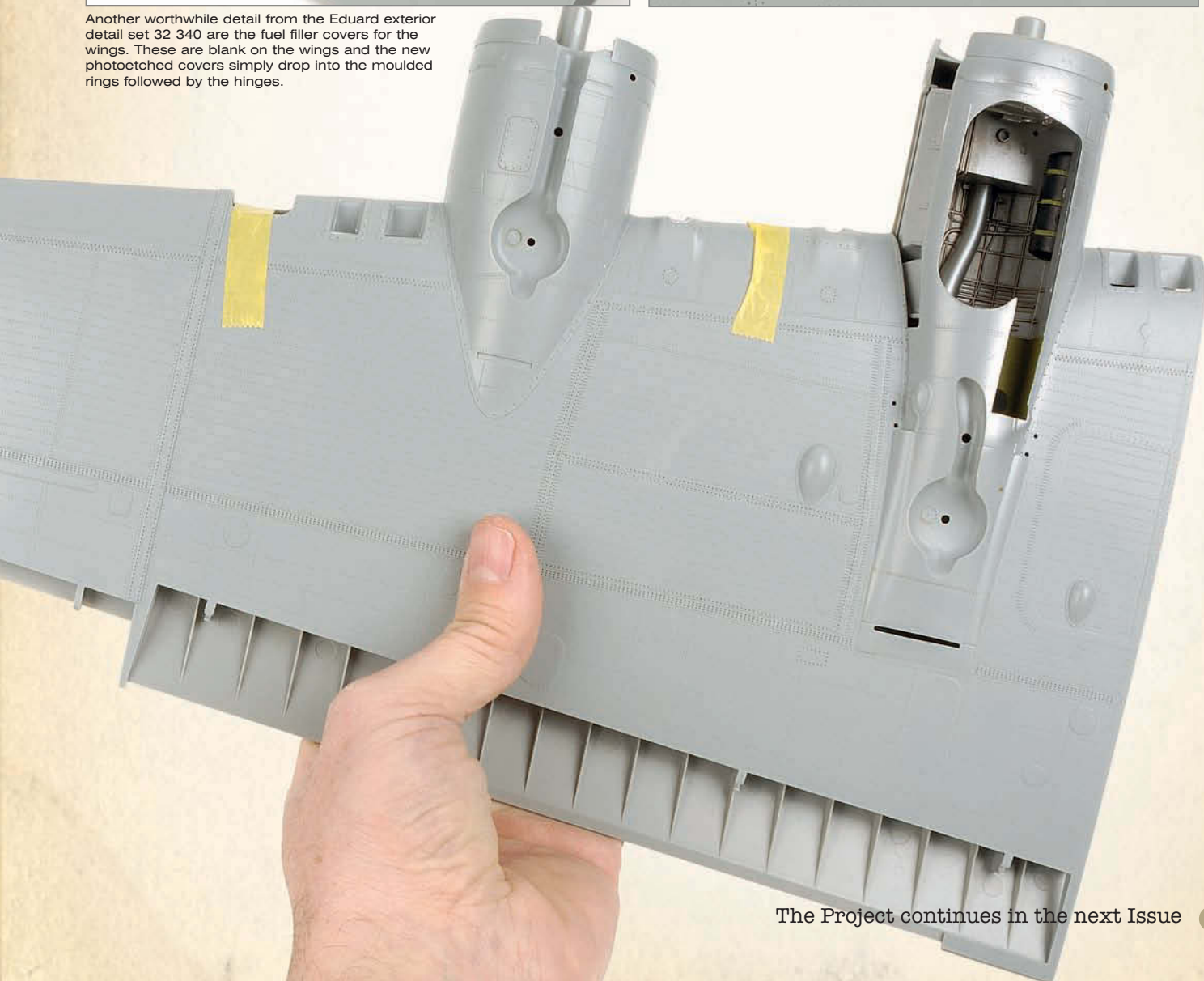
Time to glue the two halves of the massive wings together at last and pleasingly the joint is excellent. You can see here the reinforcements and the interlocks for the wing spars and how close they are to the leading edge intakes.



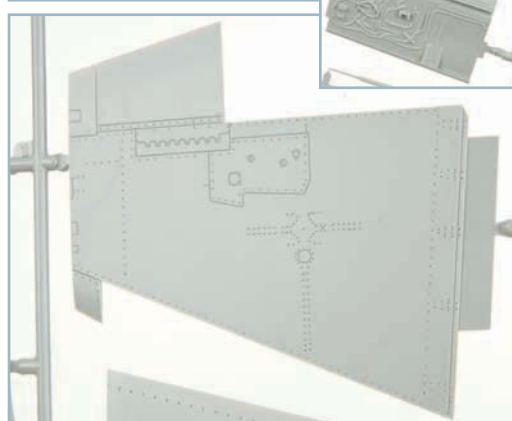
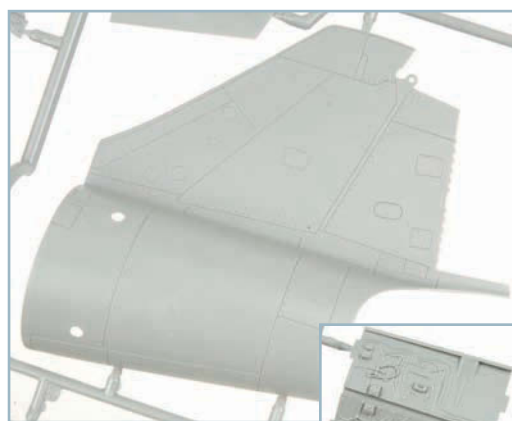
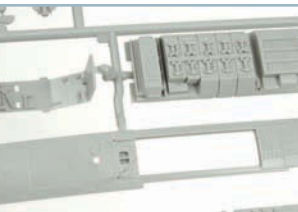
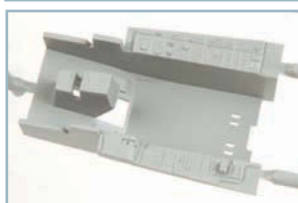
The central intakes with their new mesh covers also fit remarkably well into the two halves of the wing. A little sanding is all that is required to bring the lips level with the rest of the wing edge.



Another worthwhile detail from the Eduard exterior detail set 32 340 are the fuel filler covers for the wings. These are blank on the wings and the new photoetched covers simply drop into the moulded rings followed by the hinges.



AIR BORN new releases



Italeri 1:32 F-104 G/S Starfighter

Surely a prime subject choice for a modern 1:32 kit, and it is Italeri who are the first to take up the challenge of the Starfighter with a completely new kit. Six mid grey sprues, a clear sprue, photoetched fret and massive double decal sheet comprise the kit along with one of Italeri's full colour walkaround booklets. It is hard to know how to categorise the kit as there are some exceptionally finely moulded elements like the rear fuselage/tail fin and wings which feature superb surface detail with fine and crisp panel lines which would not be out of place in a Tamiya box. On the same sprue is the main instrument panel which is equally well handled. These contrast with the two main fuselage halves which have considerably softer surface details, and a visible difference between the two halves themselves with the right hand section having finer, crisper panel lines than the left. Perhaps the weakest area are the three rectangular dorsal inspection covers just above the wing where the saggy panel lines in no way match the precision of the real covers. This may of course reflect the limitations of moulding the details on a curved fuselage but then why the difference between each half of the fuselage? This kit provides a choice of both Lockheed and Martin Baker ejector seats with both reasonably well detailed and having photoetched seat harnesses, they are a solid basis for some additional detailing if you wish. The cockpit tub is also well detailed with button detail on the side consoles. You have the choice of photoetched panels for both the consoles and instrument panel but they lack the three-dimensional detail of the plastic versions with no raised buttons so I can see no reason to use the photoetch. The main undercarriage bay is quite flat and two

dimensional but it will always be impossible for injection moulding to replicate the jumble of pipes and cables in the same way as the aftermarket resin guys and there is certainly room for improvement here. The good news is that the undercarriage and wheels are well rendered. If you want to display the engine it is all included along with a trolley to hold it and another for the tail and a set of steps for the cockpit. The avionics / Vulcan ammo bay behind the cockpit is provided along with a full Vulcan for the gun bay both of which can be modelled open or closed. One of the gun bay doors part C22 has some very visible sink marks on its external face that will need attention. There is a choice of tail pipes which are well handled so that aftermarket is not obligatory. The generous choice of weapons and fuel tanks are among the better moulded sections of the kit with great crisp detail along with the weapons pylons. One of the standout features of the kit are the two large Cartograf decal sheets which offer markings for a choice of ten different aircraft. These are superb and there are colour profiles provided in the instructions to assist. Five of the schemes are for Italian aircraft along with German Marine, Canadian, Greek, Dutch and Belgian which should be enough to tempt just about anyone.

This kit has a lot going for it but will need a little work in some key areas to match the many parts that are brilliant. It could have been a knockout but feels like there have been some corners that have been cut all of which leaves you feeling that therefore the price is a little high. The stunning decals and the reference booklet do offset this and for the moment at least this stands as the best large scale Starfighter.



Uncovering the Lockheed (T) F-104G Starfighter

By Danny Goremans & Peter Gordts

Published by Daco Publications

Softback 160 pages (plus fold out plans)

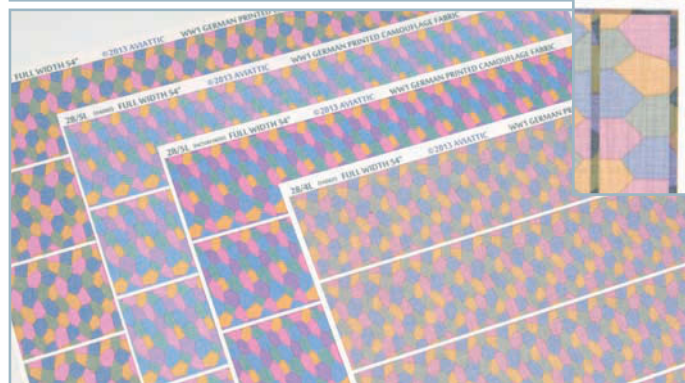
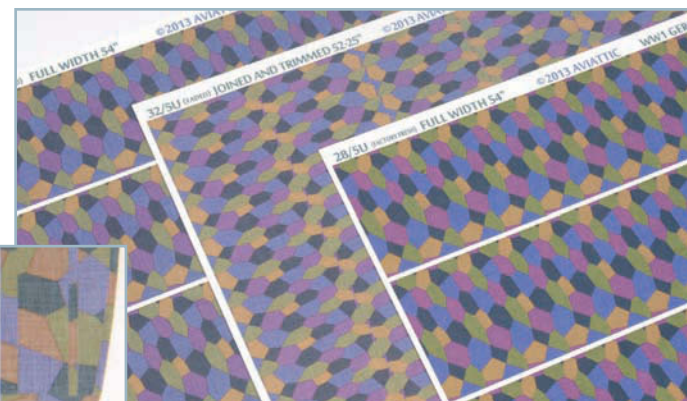
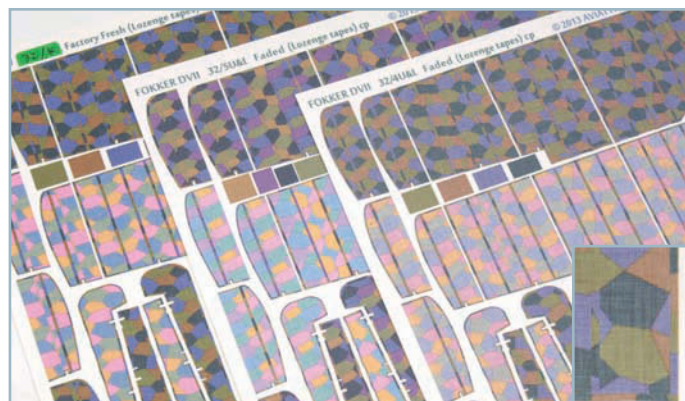
<http://ultra.glo.be/daco>

ISBN 978-90-8067-47-07

Look no further than here for a single source modelling reference to assist you Starfighter project. This revised second edition makes the perfect companion to the Italeri kit and is just packed from cover to cover with the kind of high quality walkaround references that modellers demand. This book does not bother with lengthy introductions or extensive captions, its straight into the pictures as it works its way right round and inside numerous aircraft to provide all those valuable details. The cockpit and seats are very thoroughly covered for both single and twin seat aircraft and all the access panels are opened up so that if you want to go mad with super detailing you can. Captions are on hand to explain what everything is or does and to identify the differences between different production types. Anyone wanting to detail the Italeri J-79 engine

will find the double page spreads showing the dismounted engine extremely helpful and of course getting those colours correct will be much easier too. Usefully there is a small section on ground support equipment with shots of the generator carts and all the protective covers and guards applied to the aircraft. All the weapons systems and fuel tanks are also examined including nuclear weapons! The book concludes with a large pull out section which provides four different cockpit schematic diagrams with keys to the function of each element across all four cockpits. Along with these are multi-view plans of single and twin seat aircraft in both 1:72 and 1:48 scales.

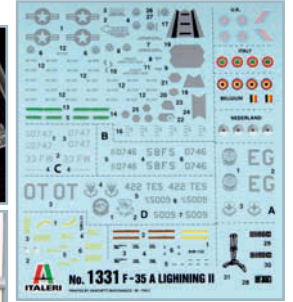
A stunning reference work aimed at the modeller and delivering just what we need and an essential companion to the new Italeri kit.



Aviatic 1:32 German WW1 Printed Camouflage fabric decals

World War One specialist decal producers Aviatic have expanded their excellent range of 1:32 German camouflage printed fabric decals which now offers a choice ready designed sets to suit the Wingnut Wings Fokker DVII with lozenge rib tapes already in position and these come in factory fresh colours or faded examples. The decals are translucent so these shades can also be adjusted by priming the wings with colours rather than pure white. For the purist or to suit other aircraft Aviatic have also released a selection of accurate individual bolts of the printed fabric or stitched together

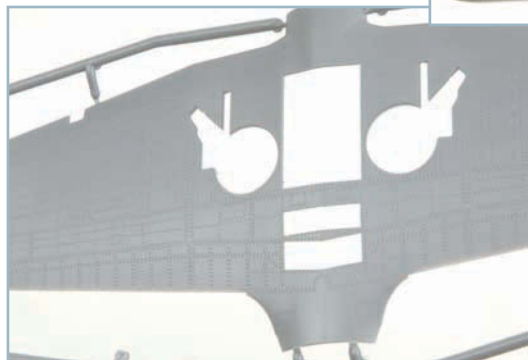
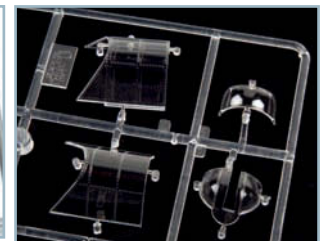
sheets for a bigger area. Once again the different colour ways are released in factory fresh and faded versions for complete flexibility. Aviatic are fanatical about the exactness of their colours which they have carefully matched to preserved examples of original fabric but for me the really highlight of their sheets is the woven fabric pattern that they have obtained which is utterly convincing. An absolute must have addition to your next WW1 project. Full details from www.aviatic.co.uk



Italeri 1:72 F-35A Lightning II

It's nice to receive a truly 'new' kit to look over and we're pleased to report Italeri continue to impress with their new tooling, the levels of detail here really do look top-notch. Only two sprues in pale grey and one in clear look super-sharp and clean, the 'clam' design of the airframe makes for a pretty simple looking build but you do get positionable rudders, weapon bay doors, canopy and an engine with very nicely rendered exhaust petals. There's some good moulded fine fittings and wiring in the cockpit and weapons bays

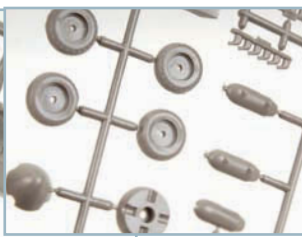
with the landing gear also getting the same level of detail. Arms consist of two AIM-120 ARMAAMs and two GBU-31 JDAMs which are again, nicely done as is the highly detailed decal sheet which contains three U.S. options and also British, Belgian, Italian and Dutch national markings. Italeri have done a really good job here, a very high quality kit indeed which looks like it will build very well straight out of the box.



Zvezda bomber 1:48 SU-2 Soviet Bomber

In typically robust Russian fashion, this recent release arrives in a stout corrugated box with an attractive illustration on the outer sleeve, and once I'd got a grown-up (our esteemed Editor) to help me get it open there were ooohs and ahhs a-plenty; this is a beautifully moulded kit from Zvezda. The little light bomber has a nice size to it in 1:48 with the one hundred and fifty or so parts spread across two sprues with another carrying the single piece upper and lower wings which have superb complexed rivet detail, as good as you'd see from any manufacturer. Assembly starts with the nicely detailed radial engine and bomb bay with separate multi-part ordnance to add as you wish. The wing assembly is built-up including the cockpit and interior, the fuselage has good detail to the internal walls and once joined is dropped over the cockpit onto

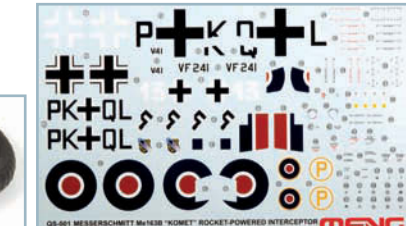
the wing. A great addition are two excellent figures which will be shown off a treat through the large canopy and rear turret which have optional positions; certainly the most demanding looking part of the build with some planning required for the paintwork. If I'm not mistaken, this canopy configuration is the earlier type of the SU-2. The extended multi-part landing gear will look good against the filled-out wheel-wells and under-wing bombs are provided as an option. Zvezda decals are never a strong point of their kits, but to be honest both camouflaged and white-washed colour options have little more than national red stars so they should prove adequate. A very no nonsense package but superbly tooled and moulded plastic. Thanks to The Hobby Company who import Zvezda kits into the UK.



Revell 1:48 P-51C Mustang Mk.III

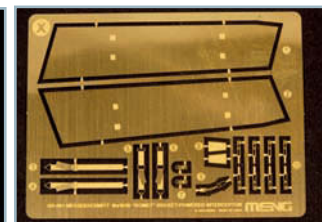
A re-box here from Revell of the handsome Mk.III, this kit originally released by ICM in 2001 which if I remember correctly, shared an un-canny resemblance to the classic Tamiya kit, even down to a few flaws (the floor of the cockpit with it's curved profile indeed being one of them ironically) This aside, the kit has some superb delicate surface detail and a nicely designed cockpit and decent wheel wells with useful options such as propeller blade style, ordnance, weighted tyres and the stylish Malcolm canopy. Separate wing surfaces are posable but the tail controls are

moulded fixed and the traditional framed canopy can't be displayed open without work. One advantage of this Revell release of the kit are the quality decals of two RAF aircraft and a decal for the nicely produced clear moulded instrument facia which I think was missed in the previous release. Still a really nice Mustang with a bargain Revell price tag. Revell kits are available at good toy and model retailers. For further information visit www.revell.eu or email ukbranch@revell.de



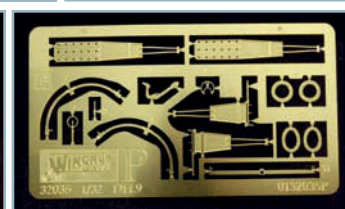
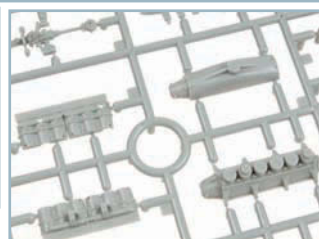
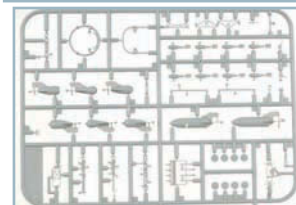
Meng 1:32 Me163B 'Komet'

It's a pleasure to see Meng produce their first 1:32 aircraft, and they've done it in style! We're continually impressed with Meng's subject choice and the complete quality of their releases, they've obviously set out to compete with the best in the business and are certainly doing so! The beautifully illustrated box comes in a white die-cut sleeve and houses the individually bagged sprues; five grey, one black and one clear along with black vinyl tyres (for the skid and tail wheel), photoetched fret and Cartograf decal sheet. The colour-covered instruction booklet is of excellent quality, one of those that has you itching to get building. The kit is designed to give the option of showing the tail separate revealing the T-Stoff fuel tank and the rocket itself complete with supports, the split designed to be joined without cement allowing you to chop and change your display. The mould quality and detail is first rate, stunning in places, with delicate rivet detail and sharp panel lines.



Photoetched air-brakes and cockpit details add to the finesse further still meaning you can build this straight from the box into a wonderful little display piece. Options are provided for the three versions offered, mainly the tail wheel and cannons (Mk108 and MK151/20 both complete with separate ammunition feeds and hollow muzzles) and some nice touches like the separate canopy frame which is a very delicate piece of moulding as are the wing roots where they meet the fuselage are beautifully done. Marking options are White 13 of 2 /JG 400 based at Brandis, the overall red V-41 piloted by Wolfgang Spate and an aircraft test flown by the RAF at Farnborough 7th July 1945. To my way of thinking, Meng have done the right thing with this Komet in concentrating on the revolutionary engineering of the aircraft and it's part in aviation history. Another beautiful kit from Meng, we can't wait to see what they'll release next!

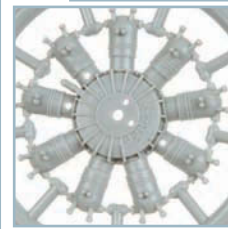
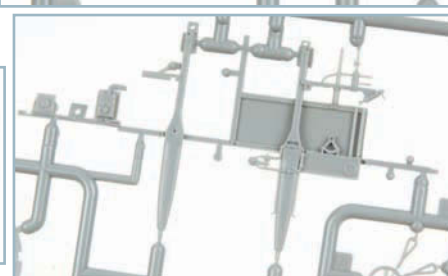
new releases



Wingnut Wings 1:32 AMC DH.9

This is the first of Wingnut Wings two seasonal releases and the DH.9 was an unexpected surprise for Wingnuts fans. What is not any surprise is the high quality of the components of this kit which as usual is supplied with a small photoetched fret and the usual full colour instruction book. Wingnut Wings continue to release some of the best large scale aircraft kits on the market and the quality of the moulding across the sprues is as good as it gets. As always the cockpit is beautifully detailed and assembles into a complete plug in tub and with Wingnuts usual exact engineering you can be sure that it will do so perfectly. This kit also sees the introduction of a new Siddeley-Deasy Puma to the range and as with all the kits it is designed to be shown off with removed

cowlings if you wish. The external sides of the fuselage deserve a special mention as the feature a superbly subtle pattern of raised rivets which should be great to weather. The wings feature the usual exact location pins for the struts and locations for the rigging too. You get a choice of weighted or unweighted tires for the undercarriage and there are five different choices of bomb and bomb rack arrangements. The scarf ring for the Lewis gun features parts from the photoetched fret for a superb scale appearance. There is the expected full rigging guide diagram and the usual choice of five different colour schemes supplied on the immaculate Cartograf decal sheets. Kit perfection again from Wingnut Wings! www.wingnutwings.com



Wingnut Wings 1:32 Salmson 2-A2 / Otsu 1

The Salmson has been expected and eagerly anticipated from Wingnut Wings and finally it is here! The kit more than matches expectations with super-crisp details and some clever design features like the way the fuselage struts are moulded into the fuselage sides. The cockpit features all the usual detail and there is the full colour painting guide to help you get the best from it. The Salmson radial engine is also superbly rendered and comes with a choice of open or closed radiator shutters but perhaps the finest parts of the kit are the incredible open louvred cowl panels which are an example to other kit manufacturers. The photoetched fret provides seatbelts, ring sights and the toothed elevating brackets for the scarf ring on the impressive looking twin lewis

mount. There is a choice of weighted or unweighted wheels for the undercarriage and of course there is a colour coded rigging diagram provided in the excellent instruction booklet which gives a complete colour guide throughout the build and provides archive images to show important details. The stunning Cartograf decal sheet offers a choice of four French schemes and one set of Japanese markings for the licence-built Otsu 1. The instruction booklet provides colour profiles and archive images of the subject aircraft to assist you in finishing you Salmson. This is another stunning Wingnut Wings release and those cowlings should mean it builds into a stunning finished model. www.wingnutwings.com



Zotz decals 1:32 'Heavenly Bodies' B-17G Flying Fortress

Good news for anyone building the giant HK B-17G kit now with this set of markings for five different aircraft and these are all K-6 waist window/ Cheyenne tail aircraft like the HK kit. The set comprises three big decal sheets and a four page colour leaflet guide for positioning and tail fin colours. Strangely wing chevron decals are provided for 'D Day Doll' but not for the other schemes with wing chevrons, although most of us would prefer to mask and spray these in any case. All the decals are well printed

and with exact registration and the nose art characters are well reproduced. They have been printed from a four colour process so there is a slight trace of screen dot on the flesh tones. Individual aircraft serial codes and weight tables are provided which is another welcome inclusion. Great to see some alternative markings for this kit which only comes with a single set of markings. Full details of these and the rest of the Zotz decals range can be found at www.zotz-decals.com



HGW Seatbelt Upgrades and Rivet Decals

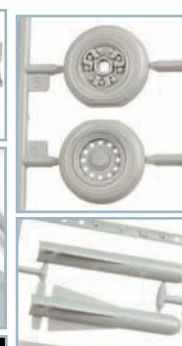
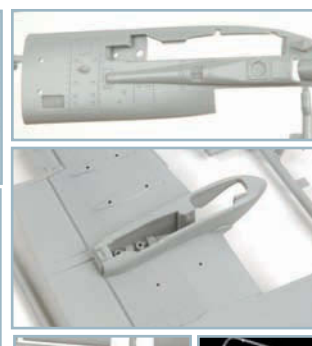
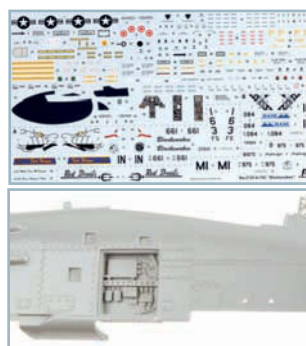
HGW continue to add to their growing range of stunning seatbelt upgrades which consist of laser cut pre-coloured fabric straps which come on a card backing and then are assembled with photoetched buckles. The finishes straps can be crumpled and draped for an ultra-realistic finish and can be stained with paints for a more worn look. The new sets here are in 1:32 for the Me 262A Schwalbe (132533), for the Tamiya F4U-1 Corsair (132527) and for the Wingnut Wings Fokker E.III (132512). In 1:48 there is a

set of belts for the Mitsubishi A6M Zero (148527). The other new item is a 1:48 set of HGW's excellent rivet decals for the Tamiya Mitsubishi A6M5/5a Zero. These are applied like a normal decal in sections and when dry the backing film is removed leaving a slightly raised perfect rivet pattern. There is a guide diagram to aid you in positioning all the sections and HGW say that you can rivet the entire model in three hours using this system. For more details of these and the rest of the range visit www.hgwmodels.cz

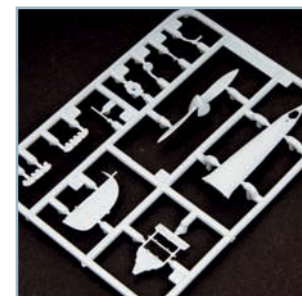
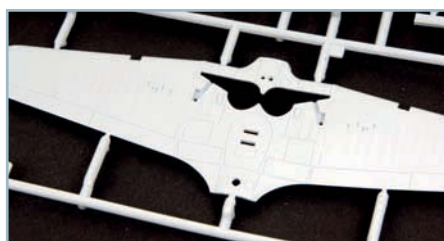
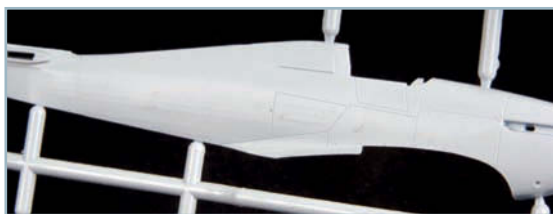


Italeri 1:48 A-10C 'Blacksnakes'

Widely regarded as THE A-10 in forty-eighth, a re-release from Italeri of the original 2007 kit with some extras will be most welcome. Extras are quite limited with some duplicated external stores (although not some of the most up to date ordnance which would suit a 'C') and some of the new technology (UHF SATCOM etc). The new decal sheet covers three marking options and generic maintenance stencils and insignia, print quality from Cartograf still provides the industry standard. Looking over this kit again we're reminded of Italeri at their best, there's some great delicate surface detail with fine recessed and raised rivets and



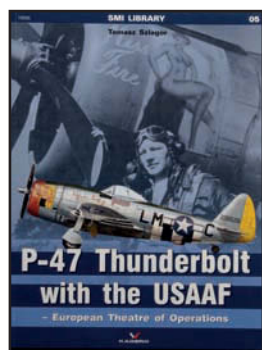
sharp panel lines throughout. Three-part ailerons are the only positional control surfaces but there is the option to pose the boarding ladder panel and avionics panel open with internal detail provided. If you want to go the super-detail route there's plenty of aftermarket parts available for this kit, if I remember correctly Italeri themselves produced resin TF34 engine sets. With a large selection of underwing stores and nicely detailed gear and gear wells the underside should look very busy and detailed, this is still a great kit of the A-10, like the aircraft itself it continues to provide great service.



Airfix 1:72 Hawker Hurricane Mk.1

Along with our featured Lancaster we have some more Airfix nostalgia here, there can't be many modellers the wrong side of forty who didn't clumsily assemble an Airfix Hurricane as a child. This is a brand new tooling though and bears little resemblance to the Airfix of old, what a lovely little kit this is! The corporate colourful box houses five pale grey sprues and one clear all with very nice sharp moulding throughout and a nice subtle fabric effect across the fuselage and wing areas with panel lines as good as could be expected in small scale. Boxed as a Mk.I we

have fabric wings and the twin blade prop as the early main visual differences with later parts already contained on the sprues along with options such as the tail rudder and retracted landing gear as you'd expect. Decals give two options, the RAF version is from No. 111 Squadron in 1938 and a Belgian Air Force option from 1940. My limited Hurricane knowledge suggests that this version is suitable for marking as a Finnish aircraft also with some aftermarket decals. Another cracker from Airfix who's quality continues to impress us with these newly tooled releases.



P-47 Thunderbolt with the USAAF (ETO)

By Tomasz Szlagor

Published by Kagero

Softback, 84 pages and decal sheet

ISBN 978-83-62878-50-5

www.casematepublishing.co.uk

A subject I keep promising myself to build is the P-47 'Jug' and this new release from Kagero has certainly got the juices going! The basis of the book are the markings provided on the A4 decal sheet in true Cartograf quality with four subject aircraft covered in 1:72, 1:48 and 1:32 scale with the full walk-around colour profiles of fantastic quality providing superb modelling reference. The aircraft, along with many others, are also featured in the large format photographs with some period colour shots and excellent black and white close-ups including the pilots and their steeds. Very much a visual reference, text is light in English and Polish with a description of operations in Europe and a brief look at the Thunderbolt's development prior to deployment. Superb quality visuals make this book a must for enthusiasts of the P-47 and with the decals you've all you need to get cracking with a project. Highly recommended.



The Pucará Storey

By Dr Ricardo Caballero and Phil Carter

Published by MMP Publishing

Softback 152 pages

ISBN 978-8361421825

www.mmpbooks.biz

The Argentine FMA IA-58 light attack aircraft is documented in great detail with MMP's usual format and style providing a very comprehensive modelling reference starting with the development, origins and service. There's a huge amount of colour plates throughout with some great schemes on show and coinciding photographs, mostly in colour, providing great reference. More useable reference comes in specific chapters such as weapons and stores, preserved and lost relics and an excellent walk-around section in full colour concentrating on all of the areas modellers may want to add their own touches to a project. A chapter dedicated to colour reference for modellers of all twenty four aircraft that fought in the Falklands conflict is a good companion to the period photographs and detailed accounts of the war in the South Atlantic including some interesting first hand accounts including the testing and markings of the aircraft used in testing by the British. Another great value one-stop reference from MMP which is packed with great information in a very accessible format.

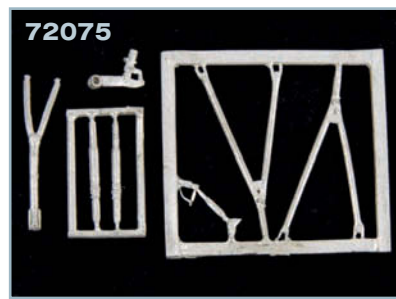




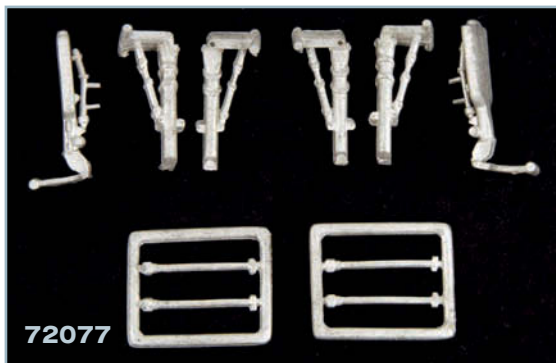
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48243



72075



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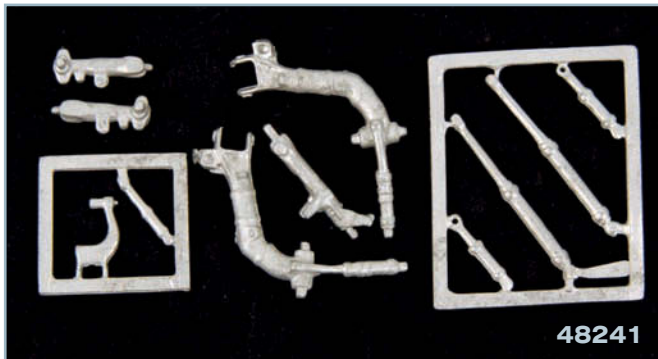
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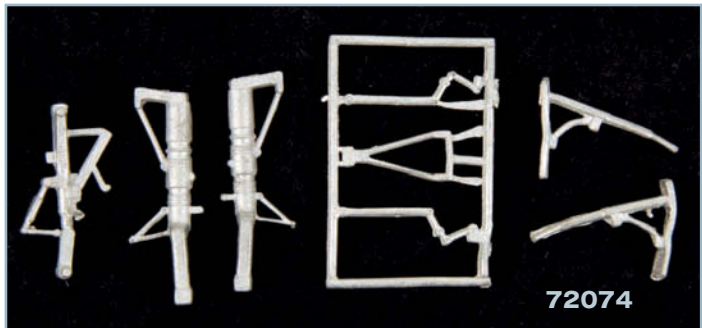
72076



18001



48241



72074



72073

Scale Aircraft Conversions

Another varied selection to add to SAC's range of white metal upgraded landing gear starting small with 1:72 is set 72073 for Airfix's Hawker Typhoon, 72074 for Revell's F-101B Voodoo, and 72075 designed to update Trumpeter's RA-5C Vigilante. Still in seventy second is 72076 for Hasegawa's A-3 Skywarrior and another Hasegawa kit, The Jaguar 72077 contains 2 sets and finally 72078 is for Academy's P-38 Lightning. Up a notch to 1:48 is set 48241 to suit Kinetic's Alpha Jet, 48242 for Aero Plast's Mi-2

Hoplite and 48243 for the Kitty Hawk MiG-25 Foxbat. 1:32 now with 32077 for the old Hasegawa F-104 Starfighter and bang up to date with 32078 for Revell's Me Bf 109 for the newly tooled release. Merit Model's giant 1:18 Dauntless even gets the treatment from SAC with a weighty set of legs with set 18001. All the details of their vast range is over at www.scaleaircraftconversions.com.

R O D E N 1 : 4 8

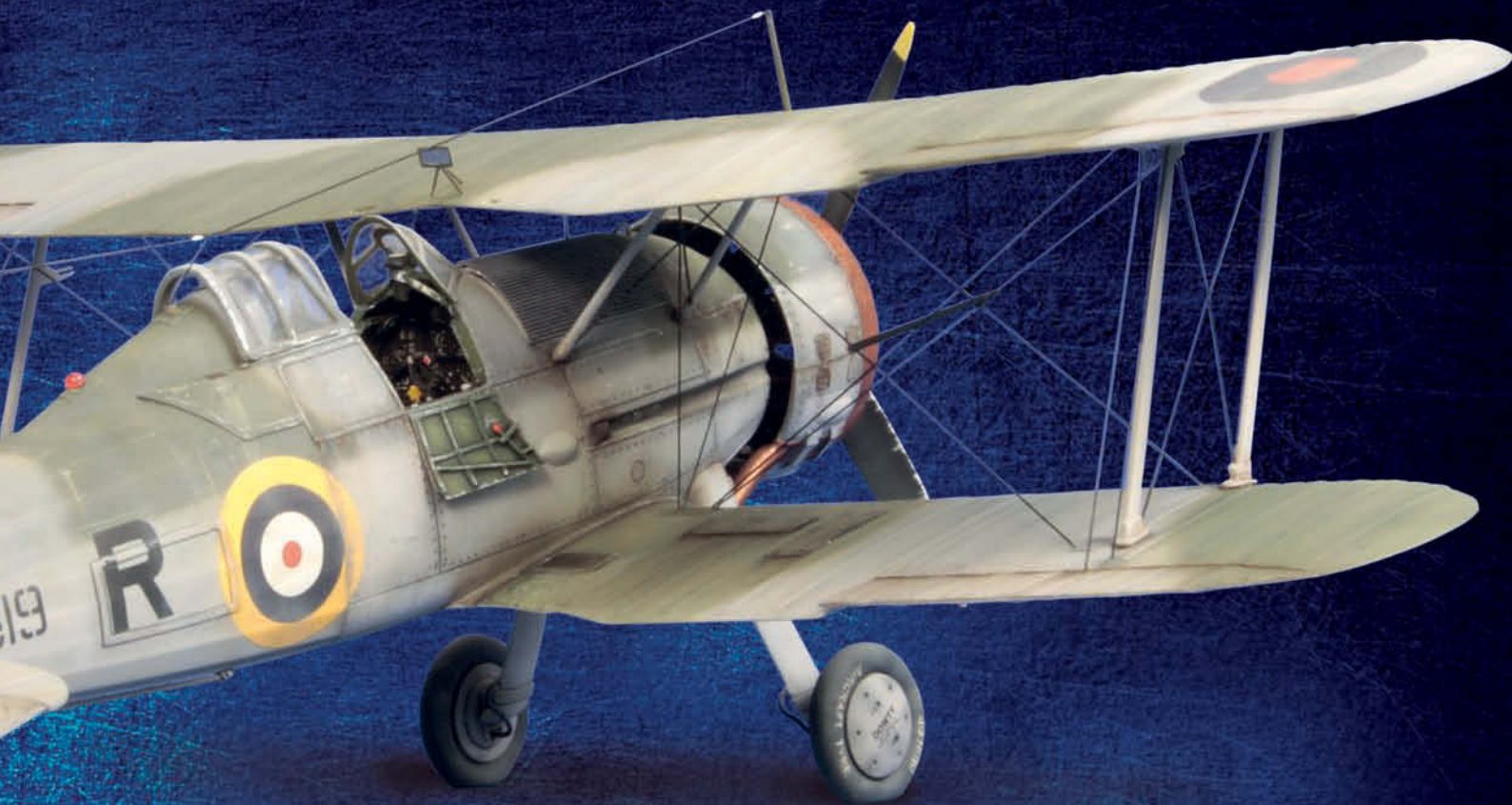
GLOSTER SEA GLADIATOR

Francisco Javier García López de Anca
models the last of the bi-planes

Text by Marta Ramírez Gómez

At the beginning of World War II, many countries still had obsolete aircraft comprising the make up of their airforces. This was the case with biplanes like Gloster Gladiator, which with an excellent acrobatic ability was completely outdated when competing with the speeds of new single wing fighters.





Conceived during the interwar period, the design by British engineer Henry Phillip Folland was better than other British aircraft of the time, it was a development of the Gauntlet that featured an enclosed cockpit, flaps on the trailing edges of wings and cantilevered legs for the main landing gear. It had double the armament of its predecessor, mounting four 7.7 mm Browning machine guns, placing two in the fuselage and two on the lower wings. Unfortunately, the first deliveries were delayed until 1937, so that when it entered service, the Gladiator had already been overtaken by advanced designs like the Messerschmitt Bf-109.

During the Battle of France it quickly became clear that the Gladiators would not match the modern Luftwaffe, which is why they were not deployed in the Battle of Britain and were relegated to service on aircraft carriers and overseas bases, outside the British Isles, awaiting replacement by Hurricanes and Spitfires.

The legend of this aircraft was born in Mediterranean theatre and the island of Malta is always associated with it. Sicily is just 80 kilometres away, which accounted for less than half an hour of flight, Malta looked like the ideal target for an invasion. A warehouse with three Sea Gladiators were all that held back the air attack for ten days before reinforcements arrived. The Italian invasion never took place and although the Sea Gladiator were used primarily to break up the formations of bombers, they also took on the Italian CR.42 which had similar characteristics with success. Although during the operations they were simply numbered the Gladiators were baptized with the names, of Faith, Hope and Charity. The last two were downed during the fighting, while Faith survived throughout the war, to remain on display today at the National War Museum in Valletta. I have chosen to represent 'Charity', Sea Gladiator N5519 / R of 802 Squadron, based at Hal Far Fighter Flight, Malta.

RODEN'S KIT

I have always been interested in the history surrounding these aircraft that defended Malta in a situation where others had decided to surrender, and that is why I decided to make this model. To chose Roden was fairly simple, because, although the tooling is old and moulded in low quality plastic, it's the only Gladiator in 1:48.

The two big failures of this model are, from my point of view, the cockpit, but it can be solved using the True Detail upgrade, and little or no relief on the ribs of the wings, rudders and drift.

I decided to begin with the most difficult, Evergreen strip rebuilding each of the ribs. Many of the strips are of equal length which saved time in cutting the pieces. Once the ribs were completely dry, it was the turn of the Squadron green putty that is perfect to give the required volume of each 'bump'. However, after sanding there were imperfections. For these more delicate areas requiring a perfect finish, I used Tamiya putty which is quite thin. To

complete the whole process, I applied a spray of Tamiya acrylic, retouching where needed and re-sanding.

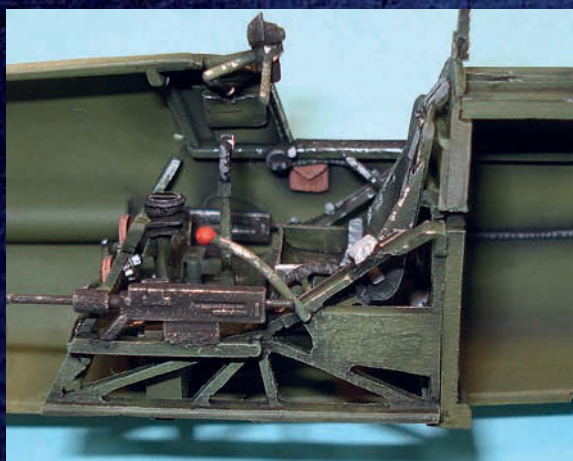
With the True Detail Kit and Eduard photoetch I achieved a good finish in the cockpit. However, the quality of the resin is not the very best, but with a little work cleaning the parts and adding or substituting other parts by photoetch, will be perfect.

As for the paint, an application of base coat 50% XF-4 and XF-58 I made the lights and shadows. Once dry, to give volume, I applied a black oil wash, and once dried over a couple of days, dry brushed with light green Humbrol enamel. I painted all details with Vallejo and the bare aluminum from the 'Airbrush' range of the same brand. To kill the excessive contrast of the chipping I carefully applied a dark wash.

The rest of the fuselage assembly did not give any problems and I simply just followed the instructions. The parts that join

the two wings and fuselage were glued to the upper wing, which allowed me to avoid using masks, because these pieces are painted in the same light grey as the bottom of the fuselage. Only two points need some extra work. One is the engine cowlings, as Roden's is supplied in three pieces I found some putty was required to keep the shape of the raised 'humps'. The other involves taking care positioning the wing bracing making allowances to pull the rigging tight at this joint.

Other small improvements include recessed ends to the exhaust pipes and the barrels of guns, and indicating the rivets on the metal panels of the fuselage. Also I replaced the wheels of the model for the True Detail and access doors by Eduard, which are much thinner.





The engine is without doubt the best piece of the whole kit, it only needs the wiring and a small piece in front of the cylinders. To paint, a coat of matt black drybrushed with No.11 Humbrol. The cables I coloured with dark brown Vallejo.

The Sea Gladiator sports the three-bladed propeller, the hub was painted NATO Black Tamiya XF-69, with highlights and shadows with XF-27 and XF-1 from the Tamiya range. I also simulated wear with bare aluminium exposed in the direction of the rotation.



Construction Components

Roden ref. 405 Gloster Sea Gladiator
 Eduard ref. 48450 Sea Gladiator
 True Detail ref. 48496 Gladiator Mk. II / Sea
 Gladiator September Cockpit detail
 True Detail ref. September wheel 48113
 Gloster Gladiator
 Aeromaster ref. Defenders of Malta 48597
 Part I

PAINTING

To have a scheme with so many colours, it was very important to plan the order in which they will be applied. I started with the gray of the upper wing and fuselage along with the highlights and shadows. Then I applied the green with the same shading treatment. The top of the lower wing carries the same colours described above, and although they are slightly lighter, are treated in the same way.

The next step was to place the only mask I used to paint the camouflage covering the lower wing, and apply the grey to the rest of the fuselage and the underside of the upper wing.

Aeromaster decals were applied after covering the surface with gloss varnish (Tamiya X-22). In addition to the Micro Set and Micro Sol solutions, I protected the decals with another layer of gloss varnish.

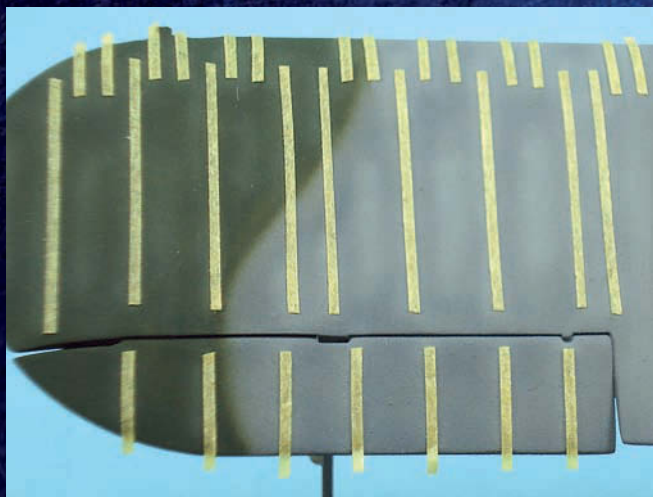
After a couple of days, I painted the chipped paint with aluminium used earlier in the cockpit area and, wetting the surface with Humbrol thinner, I applied a few washes with sienna-coloured oils, olive green, white and grey. After two days, an all over application of matt varnish was left until it was completely dry before any further work.

To conclude the process of painting some oil washes mimicking the stains left by hydraulic leaks, fuel etc. were added.

The next step was to glue the upper wing and put the in the rigging using fine thread painted matt black. Once pulled tight through the hole in the wing cyanoacrylate set the thread in place, being careful not to damage the paint. When it had dried, I cut the surplus thread and filled any gaps with Tamiya putty and sanded the surface. As

some areas of the wing and were painted, I had to pay special attention to the finishing.

The lower surfaces are painted half black and half white. For white XF-2 was used on top of the dark-gray with only pure white used on the highlights. In the black half the procedure is just the opposite: XF-1 applied over the grey base colour in the shaded areas only. Treatment of these two colours with washes was the same as for the rest of the model.





COLOURS

Cockpit

Base: 50% XF-4 + 50% XF-58

Lights: XF-4

Shadows: XF-27 + 90% Alcohol

Camouflage upper wing fuselage

Grey

Base: 50% XF-53 + 30% XF-19 + 15% XF-2 + 5% XF-23

Lights: 25% XF-53 + 50% XF-19 + 20% XF-2 + 5% XF-23

Shadows: XF-69 + 90% Alcohol

Green

Base: 40% XF-65 + 40% XF-62 + 20% XF-11

Lights: 50% Base + 50% XF-21

Shadows: XF-69 + 90% Alcohol

Lower wing fuselage camouflage

Grey

Base: 60% XF-2 + 40% XF-19

Lights: 80% XF-2 + 20% XF-19

Shadows: XF-69 + 90% Alcohol

Green

Base: 30% XF-65 + 30% XF-62 + 30% XF-21 + 10% XF-11

Lights: 50% Base + 50% XF-21

Shadows: XF-69 + 90% Alcohol

Light gray fuselage

Base: 50% XF-19 + 45% XF-2 + 5% XF-23

Lights: 50% Base + 50% XF-2

Shadows: XF-69 + 90% Alcohol

White underside

Base: 60% XF-2 + 35% XF-19 + 5% XF-23

Lights: XF-2

Shadows: XF-69 + 90% Alcohol

Black underside

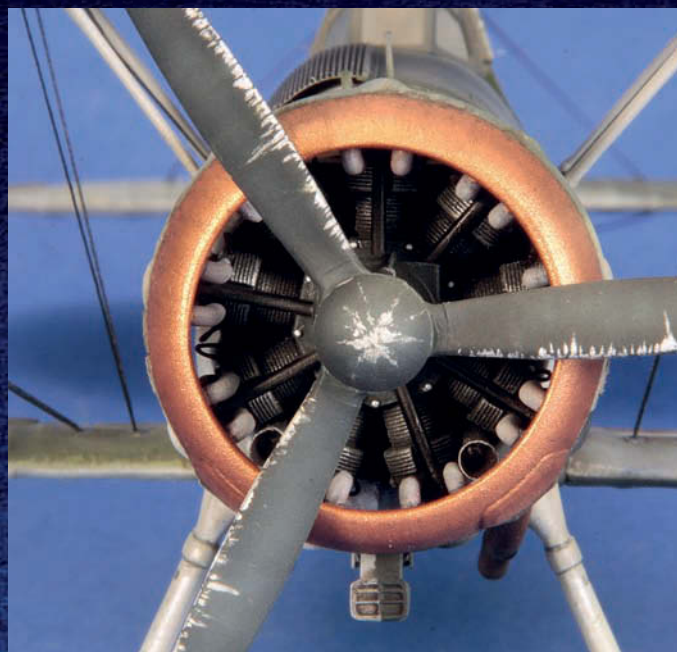
Base: 80% XF-69 + 20% XF-27

Lights: 50% XF-27 + 50% XF-53

Shadows: XF-1

Oils

Olive green, ultramarine blue, gray payne, titanium white, yellow ochre.



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SEA GLADIATOR

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